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THE Motorcycle Illustrated

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Devoted to the Development of Motorcycling in America

Published Monthly by the Motorcycle Publishing Co., Drexel Building, Cor. Wall and Broad Streets, New York
Entered as second-class mail at the Post Office at New York, N. Y.

VOL. III No. 1 NEW YORK, JANUARY, 1908 Price 10 Cents

V. 3
1908
NY

"The two-speed geared machines created much admiration"

Motor Cycle, Sept. 4, '07.

Referring to the A. C. C. 6 days' trials, the same journal says:—

It is interesting to note that all those machines fitted with two-speed gears climbed Birdlip Hill without their drivers dismounting. All the gears were in sound condition at the end of the trial, and despite the arduous nature of the trials, not one of the five users of variable speed gears could complain of any such serious defect as a broken or defective part. The two-speed geared machines created much admiration from all who watched their performances, especially in respect of easy starting and the magnificent way in which they tackled every hill they had to encounter from Birdlip downwards.

The three N. S. U. machines went through the whole trials without the loss of a single mark, two of which were fitted with TWO-SPEED GEARS.

A private owner writes:—

Water Commissioner's Office,
DUMFRIES, 26th July, 1907.

Messrs. the N. S. U. Cycle and Motor Co.

Gentlemen—I find your two-speed gear to be an excellent one, this being the first replacement during a twelve months' hard running, and for trailer work and easy starting it is indispensable and I would not now be without it. I have shown many cyclists here the ease with which the engine can be started on the low gear and they were astonished. I can start with passenger on any of the hills round this locality with ease.

Yours faithfully,
(Signed) NIGEL B. WILSON.

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Eastern New York, Northern New Jersey and Connecticut—Mr. J. F. McLaughlin, 148 East 49th Street, New York City.

New York State—Messrs. Neal Clarke & Neal Co., 643-5 Main Street, Buffalo, N. Y.

Michigan—Mr. F. Kicherer, 206 St. Aubin Avenue, Detroit, Mich.

Kansas, Missouri, Iowa and Nebraska—Mr. E. M. Brotherson, 529 Joplin Street, Joplin, Mo.; Messrs. The Sellers-Bury Co., 1207 McGee Street, Kansas City; Messrs. The Southside Cycle Co., 1701 S. Broadway, St. Louis.

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THE G. H. CURTISS BASE BALL TEAM.

Editorial

Y a subscriber who says he is a machinist and repairer and dealer in bicycles: "Send me a copy of Keller's book on the "Care and Management of Motorcycles" and renew my subscription to your very excellent paper. I like your paper alright, although the motorcycle I ride is a bicycle. I expect to have THE THING shortly if I have to build it myself."

This is the attitude of many of the readers of THE MOTORCYCLE; they have outgrown the bicycle and want that which this paper stands for only, and that is the MOTORCYCLE.

Two years ago January, 1906, this paper was launched on an untried sea, and a sea that was but little agitated. There were but a few struggling manufacturers with the courage of their convictions and but little capital who were striving to make the people appreciate the merits of the motorcycle. Crude and noisy machines that they were, they did not appeal to the public, but as improvements were made and nuisances abated the populace began to notice the little brother to the auto.

The police found them of value in their pursuit of law breakers.

The rural free delivery letter carriers found them great time savers, and the mercantile houses handy for the despatch of their wares.

Now, beginning the New Year, there are some dozen or more fully capitalized and equipped manufacturers in the field looking for recognition, and those who display to the riders of motorcycles the superiority of their machines will be the ones that will pay the biggest dividends to their stockholders.

THE MOTORCYCLE ILLUSTRATED is an attractive medium for their use, and is not interested in the bicycle nor does its columns or its representatives waste any grey matter on the automobile, but put all their energies into the cause of the motorcycle, and will continue to do so for some time to come.

See our inducements for subscripting to THE MOTORCYCLE. Any combination of periodicals you may name we can furnish at reduced rates. Write for particulars.

Bound volumes of THE MOTORCYCLE for 1906 and 1907 may be had for $2 each volume. Sent prepaid to any address.

A happy and prosperous New Year to our readers and patrons is the wish and belief of the publishers.

Prophesies Big Motorcycle Season.

That a short period of financial depression will be helpful to the motorcycle industry is the firm belief of one of the largest handlers of the little fellows. "Although the times are supposed to be hard," he says, "we are selling machines not only here in New York in our retail store, but all over the country. We look forward to a very good motorcycle season indeed. We have predicted all along that when a financial depression or reaction came there would be a large number of people who would consider giving up their automobiles and purchasing motorcycles. As everyone knows, many of those who own automobiles ought to be lifting the mortgages on their houses. This class of people will drop the four-wheeler and spring over to the two-wheeler exactly in proportion as the financial conditions of the country becomes more depressed."

Bicycle Industry Not Affected.

Manufacturing concerns of all sorts are taking account of themselves these days, examining the bruises they have already received, and getting into shape to withstand further body blows. But there is one industry that promises to come out of the financial depression in much better shape than when the clouds began to portend heavy weather. As it is, first and foremost, a measure of economy, the motorcycle attracts more attention when hard times threaten than when the country is so prosperous that there are not enough automobile catalogues to supply the demand.

A representative of a leading Western jobbing house who is just in from a six weeks' trip, says that the wheel trade is in excellent shape, if business in general is not in the best of condition.

"I do not mean," said this gentleman, "that the motorcycle is not affected in any degree whatever, but it is not affected to the same extent as other lines. For one reason, the country dealer is seldom as large a man as merchants in other lines, and he is not usually a borrower from the banks to any great extent.

"I found in calling on large hardware houses that while they were curtailing their purchases in other lines, they were not adopting the same policy toward motorcycles. And I do not think they are unwise in this respect."

THIS is an age of speed, to which the automobile adds the finishing touch, yet it is through the modest motorcycle that speed maniacs are now controlled and taught due respect for the law. That wheel-mounted officers furnish the solution of a momentous problem was slowly grasped by the police authorities, but the lesson has been learned very thoroughly. Wheel squads, which were dying out a few years ago, are being formed all over the country, and those already organized are held in such high favor that the tendency is to increase the size of such details as rapidly as possible and mount them on motorcycles.

Inquiries made at police headquarters in the one hundred largest cities of the United States show that more than half of them have or will have wheel squads at once, and the following tabulation furnishes some interesting comparisons:

New York, N. Y., 15; Philadelphia, Pa., 28; St. Louis, Mo., 2; Baltimore, Md., 1; Bufflao, N. Y., 4; San Francisco, Cal., 2; Detroit, Mich., 4; Milwaukee, Wis., 1; Newark, N. J., 5; Rochester, N.

Y.; Toledo, Ohio, 6; Worcester, Mass., 3; Wilmington, Del., 2; Los Angeles, Cal., 6.

The first surprise in the table is the absence of any figures from Chicago. While New York leads all the other cities, and Commissioner Bingham's office reports that the number of motorcycles is to be increased to thirty at once, the second city in the land has neither bicycle or motorcycle owned by its police department.

Washington, D. C., according to Major Sylvester, superintendent of the capital's metropolitan police, was the first city in the United States to establish a wheel squad. Each of the sixty officers performs two tours of duty a day, and their bicycles are fitted with speedometers which are regularly tested and which are accepted as evidence in court.

Chief E. P. Creecy, of St. Louis, is an enthusiast on the value of motorcycles to prevent scorching. He says: "The motorcycle has been in use here for the past six months, and the department would feel greatly handicapped if deprived of their valuable services. I am sure that I voice the sentiment of all members of the department in saying that they surpass by far the automobile in point of police service, and are far less liable to break down or injury in the pursuit of a scorcher. In actual line of duty a machine has made 45 miles an hour on one of the city's streets."

Superintendent of Police Regan, of Buffalo, keeps his bicycle squads on duty from May to November, and he considers them a most important auxiliary to the force. "My motorcycle men," he says, "are posted on the outskirts of the city covering the boulevards and park approaches, those being the places where the speed laws are most likely to be violated. The bicycle men work in the more central part of the city, enforcing the traffic ordinances in general, such as looking after peddlers and hucksters operating without license, corner loungers, etc."

Philadelphia has twenty-eight regularly detailed motorcycle officers, and twelve patrolmen on bicycles. "The machines have proved to be of inestimable value to the bureau in suppressing violation of the speed law on the part of automobile drivers," says Superintendent John B. Taylor, "and these machines have also demonstrated their worth as messengers and render good service in parades and other demonstrations. In fact, they are practically indispensable to-day as an adjunct to police business."

Chief Corbitt, of Newark, N. J., keeps his motorcycle men on streets used by automobiles and motorcycles from 2 till 10 p. m. Four bicycle men are on the main streets from 6 a. m. till 2 p. m., while the other seven bicycle policemen tour side streets and from 2 until 6 p. m. help the motorcycle squad in watching for speed violators. "While this branch is an experiment comparatively," says the chief, "it has been a decided success, as there are numerous arrests and convictions of violations."

The economical side of the question is well brought out by Chief of Police Kerr, of Los Angeles. "Motorcycle officers bring in $1,800 or $2,000 per month in fines," he says. "We have been able to hold down the speed fiends since getting them."

Chief of Police Biggy, of San Francisco, is another believer in motorcycles. He states that while his department is now able to cope with ordinance violations, previous to inauguration of motorcycle officers, he was helpless in rounding up persons who care nothing for speed laws on public streets and in parks.

Chief of Police Pullen, of Cambridge, Mass., expects to increase his present bicycle force. "I propose," he says, "to use ten officers and a sergeant as a bicycle squad, whose duties will be general police work, including special attention to regulating the use of the automobile in the city."

In speaking of his wheel officers, Chief Hayden, of Rochester, N. Y., says: "Previous to having such a detail, it was almost impossible to procure a conviction in police court. We use speedometers that are inspected by an experienced man once a week for accuracy." Much the same view is taken by Chief Janssen, of Milwaukee, who says that the motorcycle is more satisfactory than timing automobiles on a measured course by two officers with stop watches.

Toledo's four motorcycles are to be reinofrced at once by two more. "There is nothing better than a high-powered motorcycle," is the verdict of Toledo's department.

Marshall of Police T. F. Farnan, of Baltimore, states that several motorcycles are to be shortly installed in his department, to assist the single motorcycle and solitary bicycle officer now on duty.

AN M. M. EXPERT.

Springfield, Mass., also hopes to add two motorcycles in the spring.

Chief of Police Beach, of Wilmington, Del., claims that his motorcycle men not only do vastly better work in enforcing speed laws than foot men can, but they more than earn their own salaries in fines. Superintendent of Police Downey, of Detroit, makes much the same point by saying: "Many speed law violators have been overtaken by the officers and complaints made against them for violations who otherwise would have escaped us."

Chief of Police O'Connor, of Columbus, O., has requested two motorcycles, as he believes that they are just the thing for stopping automobiles from speeding. Others who heartily approve of motorcycle officers and who hope to see them added to their forces are L. B. Day, of Scranton, Pa.; E. H. Waterhouse, of Portland, Me.; J. B. Hutchison, of Paterson, N. J.; J. J. Donahue, of Omaha; Wm. Clemans, of Wheeling, W. Va.; W. G. Austin, of Savannah, Ga.; Chas. H. Goodrich, of Binghamton, N. Y., and Geo. M. Beach of Waterbury, Conn.

A British Freak Motorcycle.

An English motorcycle designer has produced what is appropriately termed a "stand-up" machine, although its real name is the Max. The wheels are very small, and the machinery is quite close to the ground. There is no seat, and the rider stands upon footboards which are on either side and slightly forward of the point at which the rear wheel comes in contact with the ground. As these boards have a clearance of not more than two inches, a poor or uneven highway might furnish the rider with the surprise of his life. A motorcycle upon which the rider can stand on one foot would seem to be the next problem for designers to attack.

M. M.'s in Police Service.

The American Motor Company have just filled an order for thirteen of their M. M. special 3½-horsepower motorcycles for the Metropolitan Park Commission, of Boston, Mass. These machines were equipped with the Loring speedometers and odemeters, with gear drive from rear wheel.

They have also an order for four of these splendid machines for the Worcester (Mass.) police. The Worcester police have been using M. M. motorcycles for the past three years. They had three in continual service during the season 1907 that have a record of 10,000 miles each. This proves the efficiency of the M. M. motorcycle and partciularly it's belt transmission, as the same belts are on these three above mentioned machines that were on them at the very beginning, and are good for some three to five thousand miles more easily.

They have recently made a contract to supply the Lowell (Mass.) Police Department for the season 1908, and also the Kansas City (Mo.) police force, and are negotiating with a large number of other cities, who doubtlessly will use the M. M.'s for the season of 1908. The Metropolitan Park Commission are also making arrangements to use two or three of the new M. M. twin cylinder 6-horsepower machines, which have a guaranteed speed up to 70 miles an hour.

Changes in the Ovington Company.

There have been lively times lately among the directors of the Ovington Motor Company, 2234 Broadway, New York, who represent the F. N. motorcycle exclusively in America. Mr. Earle L. Ovington, who originally obtained the F. N. contract and founded and built up the F. N. business in this country, first sold his entire interest in the company bearing his name and two weeks later repurchased it. It all came about in this way:

One of the three directors objected to the liberal policy pursued by Mr. Ovington in the management of the company. Mr. Ovington claimed, and it seems with very good reason, that his policy had made the F. N. what it was in America, and offered to buy the stock of the objecting director or sell his own interests. The latter arrangement was consummated and Mr. Ovington resigned as president.

Matters went on in the new way for just two weeks, at the end of which time the majority interests of the directors made Mr. Ovington a proposition to return. He agreed provided he could continue, as in the past, to dictate the general policy of the company. The result was that Mr. Ovington not only repurchased his former holdings but in addition a portion of the stock held by the remaining party interested. As the matter stands at present, therefore, and as it is likely to stand permanently, Mr. Ovington and a Mr. George A. Neumann—who has been associated with the company from the start, own the entire capital stock of the company. Mr. Ovington will continue to have entire executive charge of the management. The fact that he has reinvested his money in the F. N. proposition indicates his absolute faith in the future of

the motorcycle he has so staunchly championed.

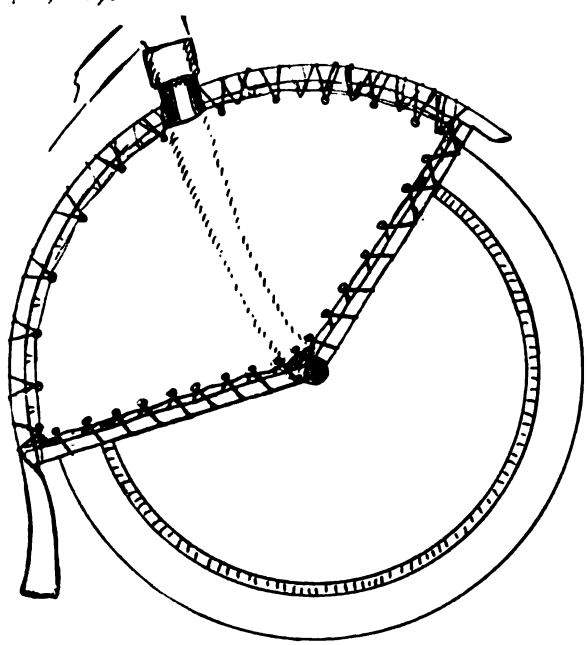
The officers of the company are: Earle L. Ovington, president; E. G. Neumann, vice-president, and G. A. Neumann, secretary and treasurer.

America, with all her motorcycle manufacturers, still furnishes a field for foreign makers. One importer expects to bring over a thousand of one well-known model for 1908.

The Growing Cycle Trade in England.

Owing to England's peculiar system of taxation, reports to government from industrial sources are much more full and complete than on this side, and such a showing of the cycle companies' dividends as has just been made public in England could not be compiled in the United States. While somewhat complicated by the fact that many of the leading bicycle companies also make motorcycles and motorcars, there is something very impressive about the 20 per cent. dividend announced by the Humber Co., Ltd. The frequent appearance of 15 and 10 per cent. dividends in the table, as declared by other companies, also look pretty good.

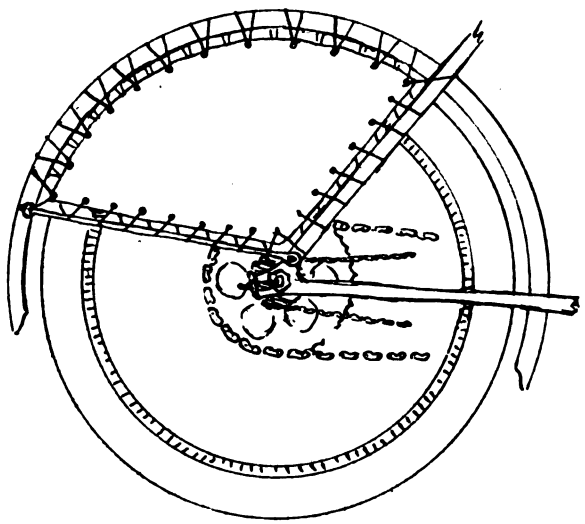
The last few years have worked wonders for the Humber Co. Only three years ago the ordinary one pound ($5) shares sold for one shilling six pence. Early this year the shares changed hands at fifty shillings, or $11.50, and are to-day worth thrity-six shillings, inclusive of a 20 per cent. dividend, at which they may be regarded as one of the safest securities in the cycle and motor stock market. In 1905 the company's profit was only 6,538 pounds. During 1906 the gains rose to 106,559 pounds, and for 1907 the profits are returned at 154,435 pounds. That the company is now in a very comfortable situation may be gathered from the fact that from its profits this year it carried 85,000 pounds ($425,000) to reserve, and carried forward 8,866 pounds ($44,330).



Suggestions on Mudguards for Winter Riding.

BY NORMAN TRUMPOUR.

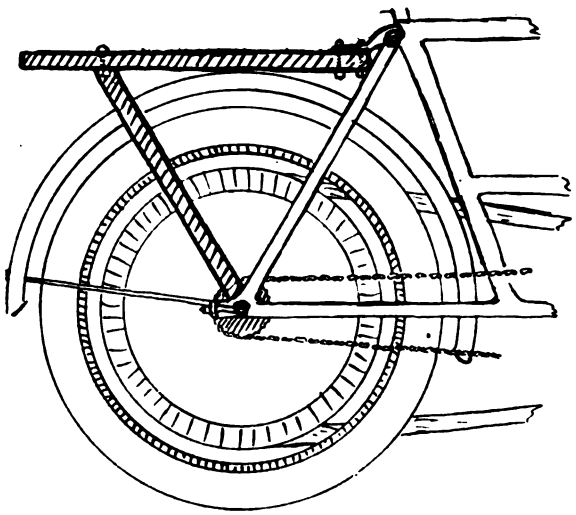
THERE are many "all-year" riders of motorcycles who brave the wintry winds and make use of their machines as in the summer. When the streets are dry there is no discomfort outside



of the temperature, but when the occasional thaw comes and the ground "slushes up" then there is the discomfort of free mud and water. Motorcycles have been brought to the point of perfection where it is no longer necessary to be a gas engine expert or mechanic to run one and keep it running, therefore it is wholly unnecessary to look and dress like a fireman on a locomotive whenever a spin is taken. Manufacturers have given some attention to the mudguards, and as a result nearly all machines have wide mudguards which do well enough in the summer, but which are rather inadequate to the demands of a slushy winter day. The result is a badly bespattered rider. There may be a streak of water up his back—particularly if he has a belt-drive machine—and his feet and legs are nearly always encased in mud. Spray often leaves the front wheel to be blown against the rider's face, hands and body and his clothing pays a trip to the cleaners before being presentable again. In fact, the rider presents a rather woeful appearance, and a change of clothing is necessary before he can present himself for business.

Recently I noticed a machine with both front and rear wheels encased between the mudguard stays with heavy canvas painted black. When the rider appeared he was neat and clean, although the streets were very sloppy, and upon being questioned he told me that his was an effective remedy for mud and his only spattering came from hitting ruts filled with water which sprayed outward and was blown back against his feet. The accompanying cuts give an idea of this ingenous arrangement which in no way detracted from the looks of the machine.

Another, rider of a Curtiss, had a somewhat different arrangement which, although slightly ill-looking, was very effective. He had arranged a piece of rectangular canvas on the down tube of his

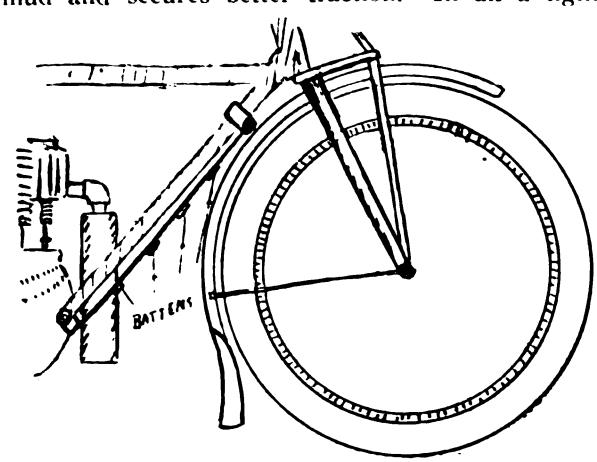


machine from the head of the frame to the crank case of the motor. The canvas was about fourteen inches wide and was held in position by stiff pieces of strap iron and several light wooden battens. Sketch No. 3 gives an idea of this arrangement, which the rider claimed kept *all* mud and water from the front wheel away from him. He further stated that it affected the cooling of the motor in no way, and was quite rigid and gave no trouble other than an occasional cleaning.

WINTER RIDING.

The fact that winter is here for its annual visit is no reason why the enthusiastic rider should lay up his machine and wait for spring again. There often come days when the rider whose machine is laid up regrets the fact. A ride through the parks of the big cities is to be greatly enjoyed if the rider is dressed warmly, and the only drawback is the constant fear of sideslip. Even this bugbear may be eliminated to a great extent by care on the part of the rider as to his riding and the selection and equipment of his mount.

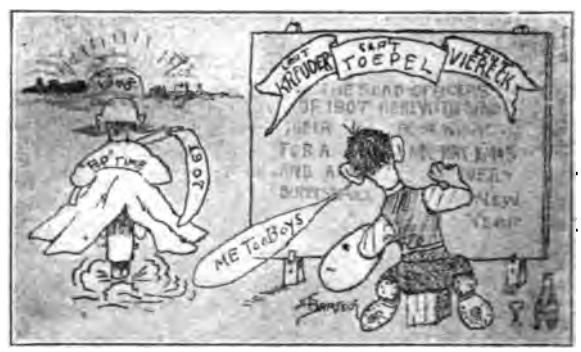
A medium or lightweight machine with a low-powered motor and a gear of, say one to seven, is less liable to skid than the higher powered type. This is due to the more steady pull of the low gear and the weaker jerk of the smaller motor. The tires on the light machine are usually about 1¾ inches, and this small diameter sinks lower in the snow or mud and secures better traction. In all a light-



weight machine gives better service to the winter rider than the high powered motorcycle, although the big machine can be made much safer by the addition of non-skid tires and a smaller pulley on the motor. A slack belt or loose slip sproket also help, as it lessens the jerk of the motor on the rear wheel.

Car tracks, always dangerous, are doubly so in winter, but it is hardly necessary to warn riders against this danger, as nearly everyone has had an encounter with a car track—usually much to their sorrow.

As to clothing, I find besides long leather leggings, sweater, face mask and heavy cap, that a three-quarter length overcoat is a welcome addition, for it keeps the upper part of the legs comfortable. A pair of knitted gloves under the gauntlets will keep the hands warm, while woollen socks help on the pedal extremities. After I had slipped around trying to start my heavy machine one day, a friend suggested that I get some hob-nails and put them in my boots. I did so, and now when I start my feet no longer skid. But now I see a 1¼-horsepower Clement which weighs about 70 pounds, and I get on and pedal instead of running alongside.



Dirt and Noise.

DURING the past year much has been said regarding the motorcycle. The press has done its share to set forth the many virtues and automobile shows have given up large spaces that the "little brother" may be shown to better advantage. Enterprising tradesmen who know a good thing have given the motorcycle serious attention and bicyclists who enjoy riding but dislike hills and headwinds are "sizing up" the various makes, so altogether we find many thousand motorcycles in daily use. That the motorcycle has come to stay and is gaining ground there is no doubt, but the public generally is prejudiced. Why? Ask most any man who judges by what he sees—his idea of the motorcycle. It won't take him long to tell you "a noisy, dirty little thing, and if it wasn't for that I might ride one myself." You'll have trouble convincing him otherwise too. Try it, and he'll say: "Oh, well, you ride one." Why is it? Nothing more easily answered. How often during the day are we annoyed with the open muffler nuisance? In the city on asphalt streets where such a thing is absolutely unnecessary, we have the open muffler brigade, and even those who are considerate enough to keep mufflers closed in town, think it necessary

to open up as soon as they strike open country, no matter how good the road. If anywhere, it is in the country that the muffler should be kept closed.

If a farmer so choses he can make life rather disagreeable for the motorcyclist, as he has done for the automobilist, and if you're wise you'll take my word for it that a country constable is one whose good will every motorcyclist should wish to enjoy.

From personal observation I have found that the members of this open muffler brigade care naught for horses or the rights of others, and just as long as a horse doesn't shy their way that's all right. I am sorry to say that most motorcyclists belong to the open muffler brigade, and was myself at one time a member. I became so accustomed to the noise that I failed to notice my own muffler, but soon found out the impossibility of conversing with fellow motorcyclists while riding. This naturally led me to close my muffler, and it was then that the other fellow's noise annoyed me. Naturally the closed muffler appealed to me more than the noisy exhaust.

Literature published by the F. A. M. and the various magazines helped the cause along, and today—well, it's the closed muffler for mine, and if you wish to help motorcycling along, won't you resign from the open muffler brigade? If you don't, laws like Connecticut's will be enacted and then what will you do if an accident happens to your muffler? Pedal?

As to the appearance of the average motorcycle, how few you see that are kept clean. Oil and dirt will collect on any machine we all know, but it isn't necessary that it should remain, nor does it take long to remove. If, while the motor is still warm, five or ten minutes be spent with a rag, a machine will speak well for its rider. It keeps the nickel and enamel bright and improves the looks of the machine to say the very least. But let it go and before the season is over your machine will look like it was built in the days of Noah. And the public says they're dirty—with a reason!

Speaking of the clothes a man should wear when motorcycling, that is his personal choice. I, like others, have ideas of my own, and the general knocking the motorcycle gets for being dirty has led me to do all I can to show that such is not the case. Long trousers and leggings are, of course, quite generally worn, but personally I prefer "bicycle pants," as they are far more comfortable.

But, above all, that member of the open muffler brigade who rides a dirty machine in a pair of greasy overalls is the limit. He does far more harm than all the knockers in the world would do. Motorcycling is still in its infancy, and it is up to us, individually and collectively, to do what we can. This means you. Can't you lend us a hand?

THOMAS O. WANSLEBEN.

LAKE MERRIMAN LOCKMAN SCHARFF

The accompanying illustration is of some members of the Chicago Motorcycle Club on a club run. The Chicago Club has made wonderful progress during the past season under the careful guidance of its competent officers. Dr. S. W. Fahrney is the president, while Mr. C. H. Lang is the hustling secretary. At the beginning of the season Mr. Johnson was the captain, but business duties made it impossible for him to do justice to the captaincy, so amid a storm of protest his resignation was accepted. Since that time various members have graced the position at the head of the bunch, but hardly with the success that attended Mr. Johnson's or Mr. Van Sickel's efforts.

The membership has grown wonderfully, and this growth is undoubtedly due to the efforts of the members and the many successful meets held by the club. The last endurance run will be remembered for some time, for it was the most strenuous run ever held in the West, as any competitor will agree.

Social events, smokers, technical talks, etc., will make the long winter months seem brighter, and all the members look forward to an even more successful season for 1908.

Elementary Lessons in Electricty and Magnetism

BY EARLE L. OVINGTON.

RHEOSTATS OR RESISTANCE BOXES.

AS stated before, the greater the resistance in the circuit the less the flow of current, and therefore one method of regulating the flow of current in a given circuit is to change the resistance in that circuit. Let us take, for instance, an ordinary electric motor. If this motor runs directly across the 100 volts Edison current it will of course take an amperage depending upon its construction and its condition of operation. Now suppose we wish to slow this motor down. This can be done by allowing less current to pass thorugh the motor, and in order to prevent the usual amount of current from passing through it, a resistance box or rheostat is interposed. In the commercial form this is usually coils of German silver wire, each coil being insulated from the other and properly suspended in a portable form. The starting boxes which you will find in use for all motors of one-quarter or more horsepower are samples of rheostats. The office of these resistances is to decrease the current when the motor is first started and allow the motor to get up the speed before throwing the full voltage of the line into it. If a large motor were connected directly across the circuit without interposing the starting resistance, there would be such a rush of current that the motor would either be blown out or the fuses in the circuit destroyed. On this account a starting resistance is interposed and by moving a handle over a series of buttons the resistance is slowly cut out until the motor is running right across the electric supply. The function of the rheostat, therefore, is to absorb electrical energy, and what is really taking place is the rheostat turns the electrical energy into heat. Any resistance or rheostat will generate heat when connected with an electric circuit. Furthermore, it must be born in mind that wherever a resistance is used in this manner it means just so much lost energy. In most cases it is advisable to waste this energy under the circumstances, but the energy is wasted nevertheless. You have all no doubt noticed in the theaters how the lights may be slowly dimmed until they are just barely visible. The device which causes this effect is nothing more or less than a very large rheostat, or, to be more exact, a series of rheostats with wires running up from them to buttons on the stage where the electrician can cut in or out resistances at will. Ordinarily the lights are burning at full candle power, but as the electrician moves the handle over a series of buttons more and more resistance in the form of wire coils is interposed in the circuit and the current is correspondingly decreased.

Another form of resistance is called the resistance of connection, and takes place when one wire is connected to another. If we have two copper wires through which a current is flowing, andk we connect them after we have cleaned the surfaces, the resistance of such connection will be comparatively slight and the current will find little difficulty in going from one wire to the other. If, on the other hand, we have two wires which are covered more or less with grease or which have become corroded, and we then twist them together, the resistance of connection will be much greater, and as resistance in any form tends to cut down the current flowing, the amperage of the circuit will be correspondingly decreased. It is for this reason that all connections about a gasolene engine should be very carefully looked after. As soon as these connections begin to corrode, or become loose, sear oil gets upon them, the motorocyclist should give them very close attention. All such connections should be scraped clean and bright, and in connecting the wires or terminals again as much surface as possible should be brought into contact. Where a permanent connection is made it is the practice to solder the two wires together. This makes a permanent job and a connection of very low resistance. Such a connection offers an easy path for the current—in fact, offers no more resistance than the wire itself.

Care must be used in connecting wires of a motorcycle, depending on whether the wires are in the low tension or in the high tension circuit. If the wires are in the battery circuit where a very low voltage current is circulated, the importance of bright and clean connections cannot be overestimated. All connections with the battery itself and the timer or make and break mechanism, as well as the primary of the induction coil, should be carefully looked after. Connections in the secondary circuit—that is, the high tension circuit—need not receive the same attention, although, of course, it is a good plan to keep all connections bright and

clean. The high tension circuit, however, is not so important as the low on account of the fact that the voltage being higher the resistance that is opposed to the current does not make so great a difference. On the other hand, the high voltage circuit should be more carefully insulated than that of the low, as the tendency to jump to the frame of the motorcycle is far greater in the case of a high tension current.

Another illustration of Ohm's law is the case of what is known in electrical circles as a "short circuit." You have all no doubt seen an electrician working with a live electric circuit and all of a sudden there is a flash. Perhaps you have made a "short" yourself. Now this flash is simply the result of a very heavy current which flows for a short time. If, for instance, you lay a screw driver or pliers across two wires of the electric lighting circuit while the current is flowing, the chances are you will not be able to use that particular tool again. You will short circuit the system and an enormous current will flow through the tool from one wire to the other. Now just stop and analyze what has happened. Apply Ohm's law again, which you will remember is $I = \frac{E}{R}$. In this case the voltage E is about 100 volts, although it would not matter as far as the results were concerned if only 50 volts were in use. The screw driver or other tool, however, is of very low resistance indeed. Let us assume for the sake of illustration that the resistance of the tool is 1/10 ohms. Substituting the numerical values in the formula $I = \frac{E}{R}$ we have as a result $I = \frac{E}{R} = \frac{100}{.1} = 1000$, which means that a current of no less than 1000 amperes will flow through the tool in question. Now 1000 amperes times 100 volts gives 100,000 watts, and as there are 746 watts to the horsepower, there will be the equivalent of about 134 horsepower flowing through your screw driver or pliers. It is no wonder, therefore, that there is considerable "rough house" in the vicinity of such an outflow of energy. As a matter of fact the fuses in the circuit are usually so small that they blow out before the current can attain anything like the figures quoted above. A short circuit in a heavily fused circuit, however, is a very serious matter. Perhaps you have seen a "short" on one of the underground electric lines in New York. If you have you will realize that what I say is true.

I shall never forget one incident in my life, if you will pardon me recalling a personal recollection of my earlier experiences in the domain of electrical science. I was then in the Edison laboratory and was about entering upon my career as an electrical man. Being a "green" hand the "boys" in the lab" thought they would play a joke on me. And they certainly did with a vengeance. One day one of them asked me to take out my pliers—we always carried these implements—and cut a heavy electric cable they were working on. Innocent of danger, I readily complied. As soon as the cutting edge of my sidecutters struck the two wires carrying the current—for the cable was a duplex one—there was a flash. I have the pliers now, or rather I have what is left of them, for the current melted the ends of them completely. Incidentally I recall nursing a badly burned hand for some time after the above incident.

A Reply to My Critics.

BY EARLE L. OVINGTON.

QUITE frequently, as your readers know, I have written articles for MOTORCYCLE ILLUSTRATED severely criticising the American-made motorcycle. Some of your readers have been unkind and unfair enough to state that I have done this purely for my own personal reasons and for my own benefit, because I represent a foreign machine in this country. I should like to appeal to the intelligent reader.

If my aim were a personal one, why, in heaven's name should I strive to educate my competitors? Why should I try to force my competitors to put on improvements which would make their machines better able to compete with the one I represent? Why not let them go on in the way they have been going, and in a way which has made it possible for several foreign machines to cut a big slice out of their profits? Does the tradesman go next door to his competitor in the same line and tell him of methods by means of which his trade can be increased? Does he not rather keep such information to himself in order to better fit himself to win in the fierce struggle of modern competition?

I have a strong, personal love for the motorcycle. I at one time or another owned three automobiles and *later* bought a motorcycle. Since riding a motorcycle I have had little, if any, desire to possess the four-wheeled vehicle. The two-wheeler has an attraction for me I simply cannot resist, and there are evidently others who feel the same way. I am not exaggerating one bit when I say that over 20 per cent. of my customers are men who either already own automobiles or who are well able to if they chose. And what is more to the point, those of the above number who are actual owners all possess large, and in many cases, expensive cars. The motorcycle is not only the poor man's automobile, but the rich man's hobby.

Look over my articles of criticisms and you must own that they have been general, and not in any case personal, or particularly directed against any one American machine. Foreign motorcycles have made rapid progress in this country, despite the handicap of 45 per cent. duty; and he who runs may read. It does not need a very clever brain to analyze such a situation. If two runners start in a hundred-yard dash, one starting scratch and the other from the four-yard mark, and the scratch man wins in spite of the handicap, what conclusion is to be drawn? Of course, the scratch man is the better man.

In the same way we can reason in the motorcycle field. Last year there was hardly a foreign machine in the New York Motorcycle Club's runs. On one run recently there were thirteen men along, One had an American machine, eleven had foreign machines, and the remaining man had a machine he had made in America, using foreign ideas almost to the exclusion of American ones. Does this convey any light to the intelligent reader? My critics in most cases condemn themselves by the manner in which they criticise. They try to defend the American product, but said product only suffers by such defense. They do not in most cases take up any point in my criticism, but sail into a whole lot of generalities. They avoid definite and specific statements. One of them, with whom I shall deal in this issue, has so far forgotten himself as to resort to low "mud throwing" and ungentlemanly personalities. I will give others credit for trying to meet me in a gentlemanly way. I am glad to meet all such. *I remain firmly of the opinion that the future of the motorcycle will be greatly benefited by intelligent criticism.* Motorcycle makers must know what the public want.

I have been blamed for saying "I told you so." Is not this my just privilege? Does it not acknowledge that predictions were well founded? For instance, long before any American maker offered the magneto as an ignition system on the motorcycle, I came out with an article in which I stated that where first cost would not prohibit it ,the magneto was the only form of ignition to employ. I was attacked from all sides, and now the very parties who attacked me are talking magneto, and proudly saying that it can be obtained if desired *as an extra.* I am therefore going to make another prediction. *In 1909 the American makers will be obliged to fit the magneto as a standard equipment,* and not merely offer to give it as an extra. If you want a magneto on the average American motorcycle, you have to dip down in your pocket to the tune of about forty dollars. The American makers acknowledge that the magneto is a good thing by stating that they will furnish it if you pay the price, and furthermore they acknowledge that it is worth much, for do they not charge you the price of a good bicycle for it? And to think that every foreign motorcycle manufacturer of any consequence fits the magneto as a standard equipment! If a certain foreign motorcycle agent could afford to advertise that he sells a high-powered single cylinder, finely finished foreign machine, fitted with a magneto as standard, not to mention other foreign refinements, for the comparatively small sum of $230, the said foreign agent would have a rush for his machines eclipsing the now famous run on the Knickerbocker Trust Company during the recent financial flurry in New York. But the 45 per duty, prevents this advertising.

I flatter myself that I am not so narrow minded but what I realize that the more motorcycles sold, the more I will sell, and that the way to build up an industry is to encourage competition, and even aid your competitor, for the good of "the game." I shall continue, therefore, to criticise where I think criticism is due, but nobody will be happier than myself to call attention to the good points of the American machines when they appear. I have already done this in the case of one American machine, and in the December issue was accused of "graft' in this instance, my accuser stating that the makers of the American machine in question had placed an order with me for Ovico specialties, and he likewise hinted that I would very probably do the same for any other American maker who would thus grease the way. Of course, the statement is false, and was the result of a petty, jealous competitor.

Again, let me make the appeal to MOTORCYCLE ILLUSTRATED readers not to degrade these columns with personalities of an ungentlemanly nature, but to increase the value of this publication by sending in intelligent criticism and articles of value to their brother motorcyclists. For after all, there is a "comraderie" and feeling of good fellowship among motorcycle enthusiasts which cannot be equalled by the devotees of any other sport. By all means let us foster this feeling. Send in your articles for the good of "the game." If you have opinions which differ from mine—and of course many have—send them to our patient editor. You all have the chance I have to express your views publicly. If, on the other han,d you coincide with my opinions, don't be afraid to stand up and say so. Some of you have, and I take this occasion tc thank you for your support. But above all, make your criticisms intelligent, and do not make a matter of patriotism out of a motorcycle discussion. In England you have but to label any old thing "British made" and it will sell like hot cakes in competition with the superior foreign article. In America we take a broader view, and purchase the best wherever made. Our Government has very wisely put a protecting duty on imported articles, and in the case of motorcycles it is so high that it is the American manufacturers' fault if they allow foreign competition. Illiminate patriotism, therefore, from these discussions, and do not keep saying every other word that American goods are good enough for you, and above all don't sign yourself "A True American." If I were a foreigner attacking American institutions it would be different, but I am as loyal and true an American as any of my critics, and only criticise in order to wake the American makers from the trance they have been in, in order to further the interests of the cause of motorcycling, to which I am devoting my entire time and attention, and in which I am so deeply interested.

The Motorcycle Exhibit at the Chicago Automobile Show.

As Seen and Recorded by Norman S. Trumpour, Special Representative.

THE seventh annual automobile show opened at Chicago Saturday afternoon, November 30th. At first the visitor was dazzled by the beauty of the mural paintings and the exhibits, but after wandering aimlessly around feasting on the elaborateness of decoration he sought the space which he was most interested in and commenced to examine his favorite auto or motorcycle.

Unlike the show of last year, the motorcycles were grouped in a large airy space in the balcony of the Coliseum Annex and the friend of the two-wheeler did not have to go from the Armory to the Coliseum and blunder blindly about in order to find a motorcycle exhibit. The space given to the motorcycles at Chicago was better than that allotted them at the Garden Show, for here they were not cramped in small spaces and suffocated by the heat of a basement.

The Chicago exhibit was an "all American one from the motorcycle standpoint, for nothing foreign whatever (except Bosch magnetos) was exhibited. Even without the support of the foreign representatives fourteen spaces were filled and fifteen different makes shown for in the Excelsior space the Triumph was also on exhibition. Belt and chain drive exhibits were nearly even, the belt drive leading by one, for they had eight, but when the individual machines were considered the chain drives total 23 and the belt machines mustered only 20. One shaft drive—the Curtiss eight—was shown.

The combined horsepower of all the machines reached the amazing total of 1,554¼ horsepower, or an average of nearly 3.54 horsepower for each machine, as 44 machines were shown.

The machines not exhibited in New York which appeared in the Chicago show were the Auto-Bi, Armac, Manson, Harley-Davidson, Torpedo and the greater part of the Thor exhibit.

THE AUTO BI.

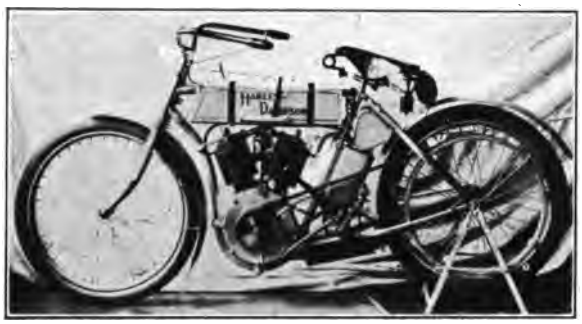
The Auto-Bi—In the Auto-Bi space, No. 110, three complete machines were shown, one black, one red and the other aluminum finish. The motor is rated at 3 horsepower, with cylinder dimensions of 3¼x3¼ inches. The carburetor is optional; either a Breeze or an Auto-Bi will be fitted. The tanks are cylinderical, torpedo shape, and the capacity is seven quarts of gasolene and the separate oil reservoir holds oil sufficient for a run of 300 miles. Twenty-eight-inch wheels with G & J 2½-inch tires are used, which make the machine very easy riding, for the wheel base is 53 inches, and an effective spring fork is a standard fitment. Although battery ignition is the regular equipment, a magneto may be had for $40 extra. The price of the machine is $210, but a cheaper model which has 2-inch single tube tires, woods rims and no mudguards sells for $185.

INDIAN.

The Indian.—The Indian tribe camped in spaces 122-123 and exhibited six machines. The 1908 2¾-horsepower single that was ridden by Stanley Kellogg in the recent 300-mile reliability contest of the Chicago Club, and which secured a first-class certificate, was shown covered with official seals and mud. It attracted almost as much attention as did Stanley himself. The great tri-car, with 5-horsepower motor and cooling fan, was the magnet which drew the ladies, although the Carlisle Indian in full war paint and feathers, which was one of Whipple's addition to the exhibit, had a rather terrifying appearance. A 5-horsepower twin, two 2¾-horsepower singles and a big 3½-horsepower single completed the exhibit, but as the public are already familiar with these machines a detailed description is unnecessary here.

Mr. Chas. Van Sickel—more commonly known about Chicago as "Indian Red"—was in evidence nearly every evening, and woe betide the luckless mortal who did not regard the Indian as "it" and expressed his views before "Red." Smiling, courteous, good looking Stanley Kellogg was on deck all the time, and it is difficult to state which received the most attention from the ladies—Stanley or the grey Tri-car. Mr. Hendee was also there, and so was "six-day A. C. C." Hastings, so between the

attractions of the exhibits and exhibitors the Indian booth was usually crowded.



HARLEY-DAVIDSON.

The Harley-Davidson.—Next door to the Indian at space 124, the Harley-Davidson Motor Company of Milwaukee exhibited a single and a twin cylinder machine, besides a cabinet filled to overflowing with cups, medals, etc., won in open competition with stock machines. Mr. C. H. Lang, Chicago agent, and Arthur Davidson from the factory (who is known as "Bunce" by his friends) were in constant attendance, and the visitors kept them on the jump explaining various points of merit on their machines. The single cylinder remains practically unchanged from that of last year. The motor is still rated at 3¼-horsepower, with the same cylinder dimensions as last year's. The standard Harley-Davidson automatic carburetor remains unchanged but the tanks are slightly larger. The gasolene capacity being six quarts and the oil one quart. A greatly strengthened spring fork of the Sagher type, a 55-inch wheel base and 28x2¼-inch tires add greatly to the comfort of the machine. Every machine is fitted with a muffler cut out, operated from the seat, and careful instructions *not* to use the same except in the open country when sandy roads or big hills are encountered.

Transmission is by endless flat belt with idler, and the gear ratio is 4½ to 1. An improvement of considerable importance is the fitting of four-inch mud guards of extra length, which will be ample protection against mud. Ignition is by three No. 6 cells and plain coil, but a Bosch magneto will be furnished as an extra.

The double cylinder was the machine most examined, for although promised at last year's show the factory was so busy getting out singles that they would not pay any attention to the demands of riders who wanted doubles. The motor is practically the single doubled up. The cylinders are of the same dimensions as the 3¼-horsepower model and are set at a 44-degree angle. A standard Harley-Davidson carburetor is placed between the cylinders and a short intake pipe insures quick action of same. The double is 1 inch longer and 1 inch lower than the single and the gasolene tank holds slightly over two gallons. Raised tread G & J tires of 2½-inch diameter are used, and the same heavy spring fork that is found on the single is also found on the double. The weight is about 175 pounds or 25 more than the single. Although the list price is $275 with battery ignition, Arthur Davidson said they might be able to equip it with Bosch magneto and still keep the price reasonable—$300. The motor is rated at 6-horsepower and is geared 3½ to 1. Although not promising anything very exceptional in the way of speed, Mr. Lang said he thought that the twin might "dust right along."

The howl that went up from prospective purchasers when told that a limited number of twins only was to be made caused the factory representative to hastily change his mind, and now the limit is off until further notice. Freddy Huyck, who has added considerably to the fame of the Harely during the past season, was around the H.-D. booth most of the time, as were the McCulloch boys. Mr. Lang's idea of giving demonstration was a big hit, as the was out most of the time with a passenger in the side car, which was equipped with a clutch and a handle to start. Up and down Michigan avenue the machine dragged its load through the slush and mud, and if a prospective purchaser had any doubts of the reliability, capability or desirability of the Harley, a trial trip soon dispelled them. Mr. Lang is to be complimented upon his foresight in this matter.

THE LIGHT.

The Light.—The Light Manufacturing and Foundry Co., of Pottstown, Pa., exhibited a 2¼ and a 3-horsepower single at space 128. As at the New York show, the Light attracted a great deal of attention on account of the known reliability and high standard of excellency of its motor and fit-

THE CURTIS.

tings, and also on account of the company backing it. The Western riders were very favorably impressed by it, and the season of 1908 will see many Lights in the hands of Western riders.

The Curtiss.—In the Curtiss space a 3-horsepower single and a double cylinder 6-horsepower was exhibited in addition to the "8-40" watch charm. A single cylinder motor, screwed firmly to a table and fitted with a crank in place of a pulley gave a vivid idea of the compression of a Curtiss motor. Nearly every one who visited the Curtiss space tried to turn over the motor and the general opinion was that the fly-wheels were pinned fast or something to that effect, for no amount of jerking or tugging seemed to budge the crank after a certain point was reached until the compression relief was pressed and then—well, the motor just spun.

A light weight airship four-cylindre motor was also shown, but it was rather in the background. The single cylinder was equipped with a Bosch magneto, but battery supplied the "juice" for the twin. As these machines have been fully described in a previous issue, further comment is unnecessary. It may be safely said that no other machine in the show attracted more attention than did the "8-40," and the Curtiss exhibit was always well attended.

ARMAC.

The Armac.—The white exhibition Armac attracted a large number of people, and the demonstrators in attendance were always busy answering questions. The other machines shown were counterparts of the white one, differing only in color, one being blue and the other red—a patriotic triad.

The single cylinder motor, which is hung in a loop of the frame, remains almost unchanged. The bore and stroke are 3x3½ inches and both intake and exhaust valves have an effective diameter of over an inch. An improved Kingston carburetor makes the motor very flexible and at 1,800 r.p.m. a full three horsepower is developed. The unique frame construction has, of course, been retained and improved upon. A capacity of seven quarts of gasoline has been obtained by removing the oil compartment in the tank and utilizing the entire length of Shelby 4½-inch tubing. To secure the necessary oil reservoir an oval tube was braized around the seat post mast and fitted with force pump and filler. The filler is equipped with a very neat ball check valve, which prevents any leakage of oil. Although unnoticeable from the side, this oil tank carries sufficient lubricant for a tour of 300 miles, and as the force pump is positive in action the rider *knows* that his engine gets oil.

An option of either 26 or 28-inch wheels equipped with 2¼-inch tires is offered. The new "3,000-mile guarantee" Pennsylvania tires with butt-ended inner tubes, will be supplied upon request, but G & J raised treads are the standard equipment. The wheel base on the 1908 Armac is 51 inches, or, when equipped with Sagher spring forks, 53. Most of the 140 pounds weight is carried below the centers of the wheels and with the short wheel base makes the machine very easy to handle on the road. A one-inch V belt transmits the power and the company expect to put a two-speed gear on the market sometime during the coming season. With standard equipment the machine sells for $200, and spring forks, tandem attachments, magneto and side cars are extras.

The Chicago firm is quite proud of the fact that absolutely no solder enters in the construction of their machine, and the longest lead from the coil is less than four inches long. This year they have adopted aluminum piping instead of copper as before, and claim many advantages for it. Their new commutator is designed with the ordinary shaped cam instead of the Armac type that was used in '07, and it makes a very fast brake. The new grip control on the spark looks very substantial and works with no lost motion, but the throttle control from the left grip appears rather flimsy, but this will undoubtedly be changed ere long. The executive division of the company was on hand most of the time, and Frank Haun, the heads of the assembling and testing department, was there explaining all technical points.

MARSH-METZ.

The M.-M.—All the M.-M. line for 1908 was on exhibition at space 130, and Mr. Marsh and Mr. Jenkins were there to book orders and answer questions. It is hard to say which model attracted most attention—the big single, the "baby" or the twin with its 3¼x3¾ cylinders set at the angle of perfect balance—90 degrees. The readers of this paper are already familiar with the details of the '08 M.-M., for it was fully written up in the New York show report.

[illegible]

[illegible]

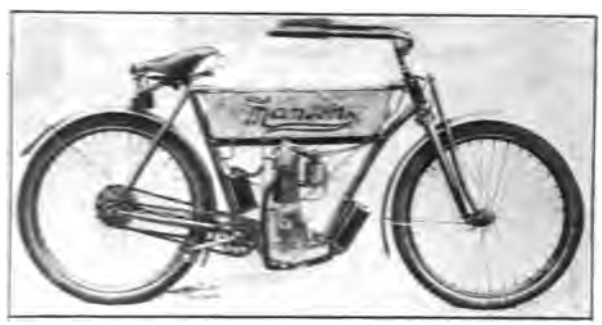
[illegible]

[illegible] motor and fittings will be [illegible] may be had on any of the Torpedo [illegible] at a slight advance in price.

[illegible] mile endurance run [illegible] several other trophies be[illegible]. Both [illegible] and Mr. Hornecker were in attendance and Mr. Lyon spent considerable time at the Chicago show.

[illegible].—The Excelsior and Triumph motorcycles were exhibited at space 129, and Mr. Messer, the manager of the Excelsior machine, and Mr. Wade, the head salesman of the Excelsior Company, were there "to tell why." Two Excelsior and two Triumph machines were exhibited and while neither machine is strictly new to Chicago, they attracted as much attention as they did in the East. The Excelsior has obviously received the greatest possible attention in design and workmanship, the detail work being exceedingly well carried out. The detail work certainly goes a long way toward making a machine good or bad, for no matter how good the design may be if the fittings are poor, the workmanship careless, or the material cheap, the machine cannot give satisfaction. Nothing but the best enters into the construction of the Excelsior and every mechanic in the factory is an expert of the highest type so there is no reason why the Excelsior should not give absolute satisfaction.

The Triumph is a Thor part machine of graceful design, but the Excelsior is the one that will be pushed by the company next year.



THE MANSON.

The Manson.—The Fowler-Manson-Sherman Company, of Chicago, exhibited two machines. The 1908 model Manson is equipped with a 3-horsepower internal gear drive Thor motor and fittings. It has a wheel base of 52 inches and weighs 130 pounds. The forks have straight sides of extra heavy gauge tubing and a cushion spring fork attachment. The tank is very neat and holds six quarts of gasolene, three pints of oil and a compartment for the batteries. The handlebars are extra wide and long and are fitted with shock absorbing rubber grips. Either the G & J or Dunlop 28x 2 ½-inch tires will be fitted.

The Manson motorcycle is particularly well known in connection with delivery vans for several of the largest retail houses in Chicago and other cities have used Manson vans with perfect success

for several years, but besides this many satisfied riders of *solo machines* speak well of the Manson. The side car shown attached to one of their standard machine, was of pleasing design and was the only passenger attachment shown at the show.

The R.-S.—At space 137 E. L. Hess & Co., 643 N. Clark street, Chicago, exhibited R.-S. motor-

READING STANDARD.

cycles. A 3horsepower tandem, a delivery van, convertible type 3-wheeler and the new 6-horsepower twin with Splitdorf magneto comprised the exhibit. All these machines have been very fully described in the December issue so repetition would be tiresome.

Mr. George W. Leinbach was at the R.-S. booth to assist Mr. Hess in explaining different points to the many prospective buyers who dropped in to see the R.-S., and if the attendance at the show may be taken as a guide, there will be a large number of R.-S. machines in and about Chicago next year.

The Yale.—In the Yale space, No. 131, two complete standard machines were shown, and Mr. Koffman was right there all the time why the Yale had been so successful in all the contests of the past year, and also a prophecy a little on its prospects for '08. All the distinguishing features of last year's Yale had been retained, and, where possible, improved upon. The fact that for four or five years the Yale has remained practically unchanged shows that they were nearly "right" to begin with and each year has brought refinements only—no radical changes.

THE MERKEL.

The Merkel Exhibit.—Two machines were exhibited at the Merkel space and with the exception of the handlebars, which were lower and slightly smaller, the machines were identical with those shown at New York, and need no further description. Several changes are contemplated, however, one of them in the removal of the oil tanks and utilizing the battery compartment in the large tank instead. This change will allow the magneto to be raised, and it will then be well out of danger from hitting by the belt. A twin-cylinder machine and a two-speed gear and clutch will soon make their appearance.

The Merkel is so particularly well known in the West that a constant throng of people came to see it, and they were greatly impressed by the improvement of the details. The new ballbearing engine caused no end of favorable comment, and as the construction is quite common on foreign motors no doubts of its success were expressed. Mr. Buffun, Mr. Merkel and Mr. Ball were familiar figures about the Merkel space.

The Thor Exhibit.—The Aurora Automatic Machinery Company, of Aurora, Ill., had a very fine exhibit of their famous Thor machines. Four motorcycles in all were exhibited, one single of 2¼-horsepower, two singles of 3-horsepower with the improved Thor internal gear, one of them having magneto and a 5-horsepower twin, also with

THOR.

magneto. The 5-horsepower twin undoubtedly attracted the most attention, and it certainly deserved it, for it was a marvel of the fine work and careful design which has always characterized the Thor product. On the double machine the forward cylinder is inclined to the front at an angle of about 45 degrees, which places the rear cylinder vertical. This practice resembles the manner of mounting a twin engine as used by the N. S. U. firm and greatly assists in the cooling of the motor back of the rear cylinder. At an angle corresponding to that of the front cylinder is placed the magneto, which is driven by a chain of gears. This construction makes the entire power plant a unit which may be removed without disturbing any part of the machine. The new Thor spring fork appears on all models, but if the purchaser desires a rigid or girder fork the same may be had and a reduction in price will be given.

EDITOR'S NOTE.—The cuts appearing in this article were kindly loaned by *The Motor Age* of Chicago.

Motorcycle Experience.

BY E. L. MASON.

I AM one to take advantage of your offer to allow riders to give descriptions of their motorcycles and their reasons for liking any patricular make of machine. But in doing this I do not think it is quite right to run down the other fellow's machine, for it may serve his purpose better than your own would, for the reason that this is a large country and has all kinds of roads, cow-paths, trails and log roads. In running down the make of machine the other fellow rides you should take in consideration the roads that he uses the machine for the most. A light, fast machine in some districts might be far better than a heavy, powerful machine.

I ride a Marsh-Metz 1906 machine, or one of the first made after the Marsh and Metz people combined. I used it all of 1906 and 1907 and consider it good for a good many thousand miles yet. In about two years' full use I have possibly had ten miles' ride on macadam and paved rods. All the other thousands of miles I have ridden have been clay roads, sometimes sand from one to six inches deep, other times muddy roads, always stony, hilly and rough roads, such as are only found in Potter, McKean and Cameron counties in Pennsylvania and Alleghany, and Cataragus county, N. Y., with a little bit of Elk and Jefferson counties thrown in. My riding has been largely a business matter. For instance, if I made a trip to Olean, N. Y., it was because I had business at Olean, and it would be necessary for me to go the quickest and surest way to get there. This is a ride of 56 miles of all clay roads, where there are any roads at all, and follows Pennsylvania Railroad up over Keating Summit Hill, where two locomotives are necessary on most all trains, and lots of places where powerful autos have to come to their lowest gear.

Now if the Marsh was a "junk heap," as one reader declares, it would hardly carry me over this road at the rate it does, neither would it stand the rocky roads, hills and sharp turns from here to Sinnemahoning, Pa., 24 miles from here. Now 24 miles sounds rather short to most motorcycle riders, usually about an hour's ride. But I doubt very much if a circus trick rider could take the fastest and best motorcycle made and make it in an hour or an hour and a half, while an auto is out of the game entirely. Now my machine has stood these roads two years without any breakage or repairs, except one cone in the rear wheel that cost 25 cents. I have carried extra parts, springs, spark plug cones and all parts that my experience with other machines taught me were liable to go wrong, but had no use for anything but one cone. Now if my machine is a "junk heap" then I do not know a good machine when I see it, and I have been in the game five years, and weigh 210 pounds, so I am no light load to carry. My machine has the original G & J 2¼-inch tires, that came on the machine. These are good for next season yet if no accident comes their way. Most motorcycle tire trouble comes from not having wind enough in them; pump them up hard, and then pump a little more in them, and keep them up hard. Of course they will not ride quite so easy, but a motorcycle must have a good spring frame and a large saddle, so a hard tire does not matter so much. I have worked around saw mill machinery all my life, and I do not know of anything in the shape of machinery that will stand the rough usage and neglect that a motorcycle will. Oil the motor, give it gasolene and a sarp that is rightly timed, and let it alone, and it will run and run and will keep on running after any other kind of a machine would be discouraged and quit in disgust.

I have ridden a large number of different makes of machines both in Olean and Wellsville, N. Y., as well as here, and I have yet to see a motorcycle that is so badly built that it will not run, and run satisfactorily so far as the motor is concerned. The only fault I can find with any motorcycle is most of them are too light for heavy, hard work; the rest of the machine is not in proportion to the power of the motor. The Marsh-Metz is a pretty good proportioned machine, the frame and wheels being strong enough to stand any passable road, while the motor is strong enough to carry me up any hill that I have yet had occasion to go up, and I have not driven miles out of my way to avoid any hills either, such as I have known others to do.

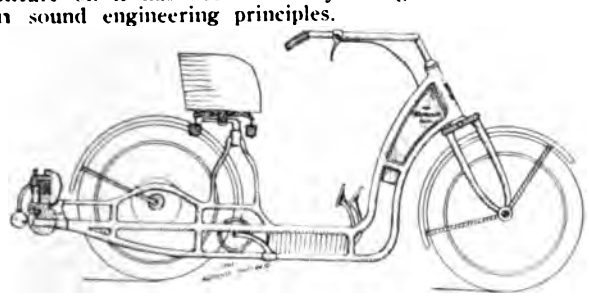
If you are about to buy a machine, buy the one that you think will cover your work the best. Don't expect it to run without oil, or gasolene, or without batteries. Remember it is a machine and can't possibly take care of itself or tell you what it needs. Don't expect it to know more than you do, but furnish the brains yourself. The machine will furnish the power. Don't believe all that is advertised about them. They are not a boat to go in water nor a mud scow to go in mud, neither are they a flying machine to go across lots with—all advertisements to the contrary. Don't expect any more of it than you would of a horse, except as to speed. Take the same care of it. Feed it oil, gasolene and batteries, clean it, but do not hit it with a wrench or hammer in order to make it go ahead or back up. Only use these tools to tighten loose nuts or for repair work when repair work is necessary. Too much wrench has spoiled more machines than any other one thing. Don't use it unless you know what you are using it for.

A STERN REMINDER OF A TRIP TO NEWBURGH, N. Y.

NOVEL MOTORCYCLE.

A new claiamnt for honors in the motorcycle world is the novel machine which is soon to be marketed by the American Auto-Mo-Bike Company, of Chicago. The inventor and designer is Mr. F. A. Woods, who was a civil engineer of some renown before he turned his attention to the designing of motorcycles.

His product certainly is a radical departure from the accepted design of American machines of to-day, but every feature on it has been carefully thought out and based on sound engineering principles.



The accompany cut will give an idea of the general appearance of the machine. However, as some of the details of transmission and springing have not been fully covered by patents we are unable to reproduce more than this rough sketch.

The wheelbase is fifty-six inches with twenty-six inch wheels and two and a half inch G. & J. tires. Although the machine appears to be very heavy, it really is remarkably light, as the first test machine weighed only 157 pounds and the perfected model will be near the 140-pound mark. As can be seen by the cut the motor is hung back of the rear wheel and has four cylinders, which give about 4-6 horse power.

The frame is well swung on springs and a very neat and e..cient spring fork is employed. The unique transmission occupies a circular space about three inches in extent and employes no gears, shafts, chains or belts. A speed of seven to forty miles an hour may be obtained by use of the transmission alone, the engine speed remaining practically constant. A change of gear is made without noise and the clutch may remain in and the motor need not be cut out or throttled, although a governor is fitted so the engine does not race when the clutch is out.

Bowden wires control the motor speed and the two foot pedals apply the brake after disengaging the clutch and allow the supplimentary side wheels to drop down so the machine stands unassisted. A device on the right handle bar changes the speed and a small lever by the seat applies the emergncy brake. Ignition is by a single coil and distributer or by Bosch magneto.

First glance impresses one with the idea that the rear wheel is un-get-at-able, but a demonstration showed that it was easily possible to remove the rear wheel *entirely* without disturbing anything in the short space of fifty seconds. An automatic oiling device, which works with the motor and capable of forcing oil against a pressure of 300 pounds, is used and a gasoline tank capacity of two gallons is obtained.

A device which is worthy of special attention is an automatic cutout for the motor which operates when the machine reaches a certain "danger angle," which is determined by the speed of the machine and radius of the curve. The angle varies with different speeds, radii of the curves and weight of the rider.

A ride of about twelve miles thru greasy streets proved the machine to be very steady and free from side slip and wonderfully comfortable. The control was simple and effective with no lost motion and with the side wheels down, traffic on the greasy streets and car tracks lost all of its terrors.

The company will market three models. One will have a twin-cylinder motor placed below the foot-board and employing a V belt drive. This machine will sell for about $200.00 The next model will have a three or four-cylinder motor located in the same place but the new transmission will be used.

The third, or "Model de Lux," will have the rear hung motor, magneto and several lesser improvements and will retail for about $275.00.

In a later issue we hope to give a detailed description of the machine, or of such points which are of interest to motorcyclists in general.

THE ROYAL MOTORCYCLE.

When in the history of motorcycling in America is finally written, the small line cut shown below is sure to be given an early and a prominent place. It shows the first Royal motor bicycle as exhibited by Emil Hafelfinger at the cycle show at Madison Square Garden in January, 1901, where the machine, through its snug and compact lines and exquisite designing in every detail created a genuine sensation and admittedly set the fashion for motorcycles in America.

The Hafelfinger weighed 88 pounds and was equipped with a 1¼-horsepower motor. Many of the machines were manufactured and marketed, but experience proved them to be underpowered when in the hands of ordinary users. That an expert could get results was demonstrated by Hafelfinger scoring high in the endurance run from Boston to New York in 1902. It was the public that was to use the Royal machine, however, and with the call for more power Mr. Hafelfinger worked out the model shown herewith, and, manufacturing several, put them in daily use. One of the new Royals had actually covered more than fifteen thousand miles without starting a bolt or nut before preparations for the manufacture in large quantities was begun.

A particularly brilliant showing was made by a Royal in the Long Island economy contest on September 15, when Mr. Paul Hagenow, who had never started in a contest of any sort before, accomplished the 200-mile run on a fuel consumption of six quarts and one pint, averaging 123 miles to the gallon, and maintained the speed limit from start to finish.

The Royal Motor Works, Worcester, Mass., began the preparatory production work of the Royal more than a year ago, and through accumulating a great quantity of finished parts before beginning shipments, are now makign satisfactory deliveries to their many agents, and claim they will do so throughout the season.

The frame is made of seamless steel tubing throughout, the main tubes being 1¼ inch diameter and the stays ¾ inch. The most distinctive feature, the four tubes curving from the crank-hanger to the seat post cluster (patented) to the outline of and forming a cage for the motor, is a beautiful example of tube bending. Two bars of steel pass from left to right at the top of the motor cage, one between the rear pair and one between the front, and are brazed in. Midway on these plates is bolted a strip of spring steel, running fore and aft, and the top of the motor comes to within 1-64 of this retaining bar. A heavy hexagon head bolt passes through the bar and screws into the centre of the head, binding the plate firmly to the motor. Thus, while the slightest side or forward movement of the motor is made impossible, there is a certain chance for "mechanical life" between the motor and the rider which is beneficial to both. The four tubes enter pockets on and are brazed to the crank-hanger. On the hanger are four lugs machined to fit recesses in the motor base, and through these lugs and the base pass hardened bolts, retaining the motor in exact relation to the transmission.

The Royal Model B is driven by a V belt, cut at 28 degrees angles, seven-eighth inch wide at top, and is fitted with internal blocks to give flexibility. These belts fit the pulleys perfectly and are practically free from slip. Numerous instances are known where they have run from ten thousand to twelve thousand miles and remained in good condition, and it is quite common for them to run a full season without once tightening. No idler is required with the Royal belt.

The Royal people lay great stress on the efficiency of their straight spring forks. These work in double hinges at the bottom, the weight being carried on springs in the head on the forward fork. This original Royal construction gives the smoothest riding machine known, and en-

42333

tirely eliminates wrist fatigue. It is a demonstrated fact that a good spring fork adds to the speed and life of a machine, but heretofore such devices have not been free from side play, which often caused erratic and unsafe steering. There is *no* side-play in the Royal cushion forks, and, what is also of great importance, *the movement of the wheel in absorbing vibration is in the right direction.*

The saying "All gas engines are the same" is not true if the Royal is taken into consideration. This motor bristles with details which its makers claim place it in a class by itself. The dimensions, bore 2¾ inches, and stroke 2¼ inches, are ample to take a rider anywhere at either a safe or unsafe speed. The weight is 38 pounds. The cylinder is of a very hard grey iron, cast with solid walls ⅞ inch thick. The cylinders are roughly bored out, after which, through an expensive turning process, the flanges are cut. This method allows any defects in the casting to be discovered before the motor goes out. After the flanges are dressed, another gang cutter, moving first to the right and then to the left, cuts a series of corrugations into each flange and greatly increases its radiating surface. This is expensive work, but it is characteristic of the Royal. Numerous other operations to the final one of polishing are given each cylinder, after which the ends are sealed and a coat of dull white nickel applied. The bases are of machined aluminum and are left in their natural color. The make-and-break box operates the new Hafelfinger exhaust valve lift (patent allowed) and also breaks the electric contact when the machine is coasting. The cam for the exhaust lift is on the lower end of the box near the bearing of the latter, and the rod from the grip control being attached at the upper end, considerable leverage is thus applied, the valve being lifted without perceptible increase in power at the grip. The inlet valve spring is entirely above the housing, exposed to the open air and will not become unduly heated. The piston is of the three-ring type, operating the drop-forged connecting rod. The bearings are all wide and heavy and made for long life and easy running. The timing bears are located within the motor base, remaining practically oil soaked and noiseless.

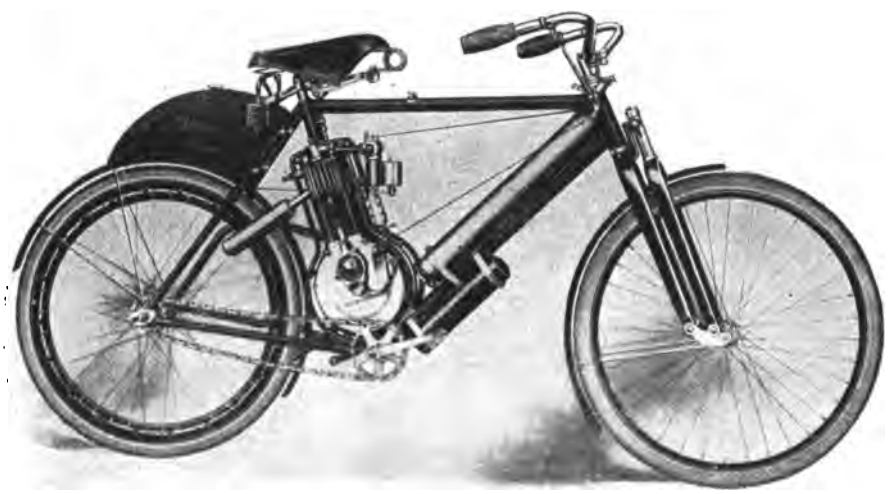
The carburetor used on this machine is a Royal product and is claimed to give a perfectly dry and uniform mixture. The throttle, when closed, allows just enough air to pass the spraying post to pick up sufficient vapor to give satisfactory explosions. As the spark is advanced the proportions of the mixture remain the same. The vertical spraying post is surrounded by a tube through which the primary current of air passes, encircling the post, and, as the throttle is opened, this current increases, picking up the normal flow of gasolene. At the point of increase, however, where the speed of the air would ordinarily become so great as to cause too much suction, thus drawing up too much fluid and causing a smoky engine, two auxiliary air ports in the shutter, one on each side of the tube, open, and continue to open as the speed increases, diluting the mixture to the exact requisite degree, thereby giving an explosion of the same intensity, whether the speed be four or forty miles an hour. The Royal carburetor has very few parts, and they say can easily be taken apart, cleaned and re-assembled in two or three minutes.

The battery case is made of 2¾-inch seamless brass tubing, heavily plated, and is long enough to hold three standard dry cells. A Splitdorf coil, 2½x10 inches, is used. The hubs, front and rear, are of heavy construction, and are the product of the Eclipse Machine Company. This company's "Morrow" coaster brake is also fitted. In the rear wheel forty spokes are fitted, and in the front wheel thirty-six. The tires are G & J 2¼-inch double clincher type.

The Royal grip control is made entirely from steel parts, milled and machined from solid stock, and is designed to operate properly at any angle at which the handlebar may turn. The right grip, when turned to the left, closes the exhaust valve and advances the spark. The left grip, when turned to the left, opens the throttle, giving more gas to the engine. The grips are of good proportion, made of soft rubber and covered with calf skin, cemented on and handstitched. The bars are 14-gage seamless steel tubing fitted with separate bolts for operating the expander and holding the bar.

The wheel base is 52 inches, which length is claimed to make an ideal riding machine, steady enough for a forty-mile pace on country roads, yet not too long for getting about in city traffic.

The Royal was selected by some of the best and largest buyers in New York at the recent motorcycle show, the New York Sporting Goods Co., the Wilson Trading Co., F. D. Widmayer and Sports, Ltd., placing substantial orders and dividing the territory among them.



THE ROYAL MOTORCYCLE.

CHAMOIS—ITS USE IN GARAGES.

Garages and stables, we suppose, are among the larger consumers of chamois for cleaning and polishing purposes —the highly finished woodwork of car and carriage, the quantities of metals, including "those big brass lamps," the leather of hoods and harnesses; and in the case of the stable, the added lustre to the coat of horses by its use.

No matter what soaps, oils or powders may be employed, the chamois is undoubtedly the best thing to do the rubbing with, but to use first quality chamois skins freely, not to say carelessly, is rather expensive—therefore all will welcome chamois in such shape that it will do fully as effective work at a small fraction of the cost of the whole skins.

We are glad to be able to call our readers' attention to such an article in the

20TH CENTURY CHAMOIS RUB.

now being placed on the market by the 20th Century Mfg. Co., of New York, of bicycle and motorcycle lamp fame.

The 20th Century "Rubs" are made up of trimmings (and right here the manufacturers call particular attention to the wide difference between "trimmings" and "scrap," the "trimmings" being good sized pieces of chamois that would otherwise be available for watch-pockets, knife-cases, etc., and not hard, useless bits—"scrap").

20th Century "Rubs" contain as much or more chamois as in a large skin, and every piece warranted finest French oil tanned, sewed firmly to a back of canvas (6x5 inches), having a band under which to place the hand, making it more convenient to use than the whole chamois skin; and their flexibility conforming to the contour of the hand and the article being rubbed.

The 20th Century "Rub" is guaranteed not to get hard or crack by being wet—in fact, in "Rub" shape, they are used for washing as a large sponge, and for cleaning and polishing as with an expensive chamois; and for most purposes the "Rubs" are better than either.

A matter of half a dozen of these "Rubs" can be possessed for the price of one whole chamois of equal quality, and therefore it seems true economy to have several about for different classes of work that they, to such advantage can be put to, as wet and dry, fine and rough work, etc.

As far as a necessarily restricted product will avail, the 20th Century "Rubs" will doubtless supersede the use of the whole chamois skin for general washing, cleaning, and polishing purposes, as it comes within the price of a necessity, and not a luxury, as in the case of the whole chamois.

The price is 25 cents each. No doubt very soon they will be on sale by dealers generally. In the meantime, if you experience any difficulty in obtaining them, the 20th Century Manufacturing Co. of No. 19 Warren street, N. Y., will send you some, delivery prepaid, on receipt of price. Circulars free.

America's Best

R-S Motorcycles

BUILT AND TESTED IN THE MOUNTAINS

The Irresistible R-S Line for 1908 is Complete

Single Cylinders, Twin Cylinders, Motor Bicycles, Tricycles, Ladies' Tricycles, Mens' Tricycles, Delivery Tricycles.

Prices from $175 to $325

R-S MECHANICAL INTAKE VALVE MOTORS

are used in "R-S" Motorcycles. The first and only real mechanical intake valve motor made in the United States. Greater efficiency and satisfaction.

Write us for Catalogue and Full Description

READING STANDARD CO., Reading, Pa.

Club News.

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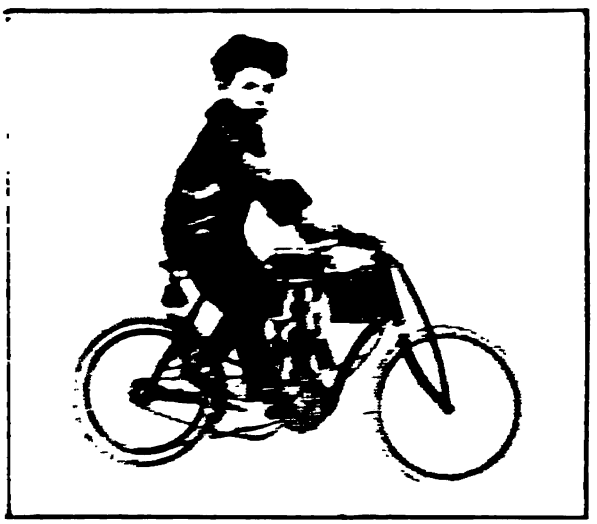


Bangor, Me., Nov. 25, 1907.

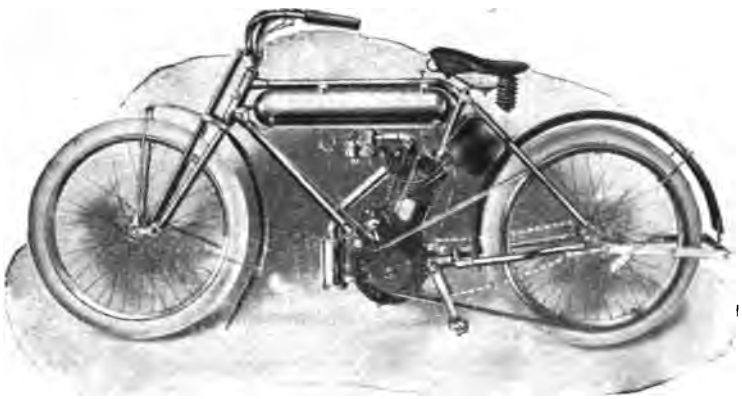
Editor MOTORCYCLE ILLUSTRATED,
New York City.

Dear Sir:—I herewith hand you the subscription price of the English *Motorcycle* as per your letter of October 17, 1907. Please forward the paper for one year.

I have been a constant reader of the *Bicycling World* and *Motorcycle Review* for the past seventeen years, and I think you can easily agree with me and admit that I have regaled myself with good reading matter.

During the past five years the *Bi-World* has printed innumerable fine articles covering about every point of information, theoretical or practical, that would likely interest motorcyclists. The field is amply large enough for more papers devoted to the same subject, and I am glad to see you entering the lists.

I have been a subscriber to all of the American bicycle papers that have come and gone during the past seventeen



M. M. the 1908 Machine

That attracted the largest crowds, the most favorable comment and considered by all who saw it the neatest and most pleasing design of any motorcycle at both the recent great shows of New York and Chicago.

WHY?

Because of its 26-inch wheels; its low saddle position; its special constructed frame; its patent motorcycle stand attached to the rear of frame; its newly designed cylinder and head; its priming device on tank in direct contact with cupped petcock in cylinder head; its chain idler device adding efficiency to its splendid belt transmission; its new battery box arrangement; its slightly more rakish build, thereby permitting of a longer wheel base, a decided improvement in motorcycle construction.

BECAUSE

Of its real Spring Forks—not an apology or a joke, but the real thing—the only Spring Fork used in motorcycle construction. A very old principle worked out to its highest point of efficiency in its application to motorcycles. Found exclusively and only on the M. M. for 1908.

BEST

Because it has more new features, more real improvements, gives more real service, satisfaction, speed and endurance than any other motorcycle built.

Write for details, catalogue and proposition.

AMERICAN MOTOR COMPANY

716 CENTER STREET, BROCKTON, MASS.

years, but never till now subscribed for a foreign paper. I have been much interested in what Mr. Ovington and others have said for and against foreign machines, and so I have decided to take a foreign paper.

I can see no sense in, or particular reason for, knocking a foreign machine having many meritorious features and used and approved by people as far advanced in all the arts as ourselves and who were the pioneers, too, as far as two-wheeled vehicles are concerned. Foreign machines are evidently ahead of us in several features, such as magneto ignition, genuine spring forks and other features that make for easy riding as well as in free engine and two-speed gears, etc., etc., but according to our ideas they lack simplicity of control and the lightness of our domestic machines.

It is easy to understand why Americans can find fault with the control devices of foreign machines, and equally easy to see why the same devices give satisfaction to foreign riders who are used to nothing better.

These things will even up in time when foreign makers adopt the up-to-date American control and do away with the multitudinous levers and hand brakes, etc.

On the other hand, the importation of these foreign machines and their exploitation has already caused a demand for magneto ignition, free engine with two-speed gear, etc., and some of these demands are already being met by the best known American makers. While the constant "knocking of" foreign machines is in poor taste to say the least, it is certainly giving them some free advertising and causing some people to look them up with a view to investigating on their own account.

The average intelligent reader is very apt to see through the venomous, spiteful or prejudiced attack of the uninformed or unevenly balanced critic, and from what I read I judge that most critics of foreign machines are on the above order.

I have never seen a foreign machine, and have no intention of purchasing one at the present moment, as I have placed my order for an '08 Indian twin with magneto ignition. Still I am interested sufficiently to read up on all of their good features and performances, the same as I am of American machines.

The recent show at Madison Square Garden showed a marked improvement in motorcycles, and according to some punster or other, it was there that Mr. Ovington first saw the "light." However that may be, I have no doubt but what there will be others who will see this same light presently.

I notice that both the MOTORCYCLE ILLUSTRATED and Mr. Ovington take the hard knocks coming their way quite philosophically and their stand is to be commended. The one opens its columns to any one in or out of business, and the other invites "gentlemanly" criticism or discussion. What more fair than this?

When dealers and manufacturers fail to defend their wares or fail to advertise and make them known, who else is there to do it? The editor? The editor does his share all right in any case, and it is not unreasonable to expect him to be friendly to those who patronize this paper.

The articles on "Elementary Lessons in Electricity and Magnetism" are of the right sort to make a paper worth reading, and it is to be hoped that they will be continued indefinitely and followed by others of equal interest to motorcyclists.

The two articles on magneto ignition by the same author and printed in the *Bi-World* some time since are preserved and highly prized by the writer, who expects to soon be using this form of ignition.

I imagine that the present free wheel and two-speed gear devices will be refined and improved upon until a device is obtained that will meet the requirements of American makers and users alike—one that will be sufficiently light and positive and reliable in its action to suit the rider, and one that will be simple and not overexpensive to produce. Mechanically operated valves and magneto ignition will be quite thoroughly tried out this year and may play a more important part on motorcycles of the near future.

Twin cylinder machines are fast coming to their own, and for the same reason that fours and sixes are satisfactory in automobile construction. Yours very truly,

E. M. ESTABROOK.

2234 Broadway, New York City,
Dec. 21, 1907.

Editor MOTORCYCLE ILLUSTRATED,
3 Broad Street, New York.

Dear Sir:—On page 349 of the December MOTORCYCLE ILLUSTRATED, you published a letter from a party who signed himself "G. V. L."

I have often made the statement in your columns that gentlemanly criticism was welcome, but that I did not care to degrade myself and your publication by entering into a personal "mud throwing" contest. In justice to myself and my interests, however, I cannot ignore the letter above referred to. I shall dispose of this case in very short order, but sincerely hope that this is the last time I will be called upon to resort to personalities in your publication. I will leave the decision to your readers, and I am sure, after they read the following facts, they will see that this dispicable personal attack is but the result of narrow-minded jealousy.

First. "G. V. L." is a jealous competitor located a few blocks above me on Broadway. He has represented an American motorcycle for several years, and has just taken the agency for a foreign machine.

Second. The manufacturer of an American machine whom he so unjustly attacks has placed *no* order with me or my company for Ovico specialties.

Third. "G. V. L." says he has the "consoling hope" that my advertisements have made "deep holes" in my company's exchequer. That is our business. We are broad-minded enough to realize that advertising pays. "The proof of the pudding is the eating." I once occupied half of the store with "G. V. L." and removed to far larger and finer quarters. We have continually gone forward, while others I could mention have stagnated, and I attribute our success to two things. In the first place we have a good thing, and in the second place we let everybody know it by means of advertising. A man is a fool to advertise anything in which he has no confidence. And my critic is not a large advertiser. The *wise* business man knows that one dollar put out in the right kind of advertising, provided the article advertised has real merit, will sooner or later bring back two dollars worth of business.

Fourth. "G. V. L." was sued by the Ovington Motor Company, and when the case came up for trial he lasted about ten minutes. The judge made the remark that "G. V. L." had no case, and gave my company the decision with costs. Realizing that this was a case of business, and not a personal matter, I offered my hand to show there was no ill feeling personally. He refused it, not being broad enough to differentiate between a personal matter and a matter of business.

I think I have said enough to show any fair-minded person "G. V. L.'s" personal attack is but the result of pure jealousy. Why does he not meet me like a man, instead of making a cowardly attack over his initials to hide his identity?

It gives me much pain to be obliged to put statements such as I have made in this letter before my brother motorcyclists. It is disagreeable for me to write or think such thoughts, and I am sure that most of the readers of this magazine do not enjoy reading them. All I ask is that those who would blame me for my frank statements refer to "G. V. L.'s" ungentlemanly first attack. They must then acknowledge that I am but defending myself, and as the weapons chosen have been beyond my control, I am forced to return the attack with the same weapons. Personally I should have preferred to use "wit" and "knowledge" as weapons rather than "mud," but if it comes to the latter I fear not such a person who now attacks me. He blames me for talking foreign machines, and yet we foreign advocates have forced him to take the agency of a foreign machine. He has done this, but rather late in the game. He is trying to do what I have already accomplished—open a market for a foreign motorcycle in this country.

As correspondence of this nature is of no interest to the average reader, and as it does nothing whatever to push "the game" of motorcycling along, I would respectfully suggest to the editor that all such personalities be debarred from this magazine in the future. I also coincide with the editor's opinion that in future when a correspondent mentions a certain make of motorcycle that

the name be left blank. Motorcycling in America is not on such a firm footing that its devotees can with impunity resort to internal strife. Let us all join hands to help the motorcycle to the brilliant future it deserves, and those who cannot, or will not help, at least let them not hinder.

Regretting, Mr. Editor and Readers, that I have taken up so much of your time with a communication of this nature, I remain,

Yours for the cause of motorcycling,

EARLE L. OVINGTON.

Mattson's Cushion Grips

1980 LINE NOW READY

Special attention is directed to our *Large Heavy Cushion Wall Motorcycle Grip* (for both ⅞" and 1" bars). The finest motor grip made. *Heavy* enough to absorb all ordinary vibration and *Long* enough to give the hands perfect comfort. Ask to see it.

Accept no substitute—there really is none, if you want the finest and most comfortable grips.

Also regular size Grips for ⅞" and 1" bars. These Grips are made of a Special Soft *Cushion* stock. They are fully covered by United States and foreign patents.

Mattson Rubber Co., Lodi, N. J.

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"What will I give her for Christmas?"

Personally executed crayon or water colors, from 50 cents up, will make a most suitable gift. For full particulars write

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Franklin Street,

STUDIO: NEW YORK

Hackensack, N. J.

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1908 Royals, Belt Driven.

Send for specialty; also motorcycle catalogues.

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(BELT OR CHAIN)

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High-Power "Curtiss" Motorcycles
Light Weight Airship Motors

Parts and accessories for all make AMERICAN MACHINES.

Machines built to order and reliable repairing done on premises.

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FOR DEVELOPING and PRINTING

The next roll of film which you wish developed and printed, instead of giving it to your local dealer, just replace it in the box in which it came, together with three dimes or other change amounting to thirty cents, and mail the package to us. WITHIN TWENTY-FOUR HOURS FROM THE TIME WE RECEIVE IT, the developed film and a print of each picture will be in the hands of the postoffice properly addressed to you.

HOW CAN WE AFFORD TO DO THIS? Because we have one of the most up-to-date developing and printing plants in America, and we have reduced the item of cost to the lowest possible figure. AND WE HAVEN'T SACRIFICED QUALITY EITHER. It makes no difference the size of your film or the number of exposures in a roll. We do such an enormous business we can afford to work on the principle of averages. YOUR films may be large and have twelve exposures to the roll, but THE OTHER FELLOW'S may be small and have only six exposures to the roll. And yet if you are the "other fellow" you can still save money by our system.

ONE TRIAL WILL CONVINCE YOU!

BOOTE BROS.

2239 Broadway, NEW YORK

ARE WE RELIABLE? The Editor of Motorcycle Illustrated thinks so, for he has made us his official photographers. We have printed most of the photos in this issue.

New York

"STANDARD"

First Ave., New York

Built Like a Goodrich Automobile Tire

(MOULDED CONSTRUCTION)

A fact, that is our argument for your preference—a fact that constitutes the reason why

Goodrich Clincher Motorcycle Tires

"stood up" in the long distance touring events of 1907; rode easy and stayed put.

First, last and all the time a strong tire, and the comfort of the rider not forgotten.

THE ORIGINAL AMERICAN CLINCHER.

THE B. F. GOODRICH CO.,

AKRON, OHIO

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BUFFALO—731 Main St.
DENVER—1536 Glenarm St.
CLEVELAND—2188 Ninth St., S. E.
OAKLAND—Fourth and Washington Sts.
CHICAGO—24 E. Lake St.
BOSTON—161 Columbus Ave.
DETROIT—266 Jefferson St.
ST. LOUIS—3926-28 Olive St.
SEATTLE—310 First Ave., S.
LOS ANGELES—818 S. Broadway.
LONDON—7 Snow Hill, E. C.

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for any motorcycle or an accessory will be promptly and carefully filled.

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YOU PROFIT

by our long experience and expert knowledge when buying from the "M. C. M."

FAIR DEALING

MARSH METZ

EXPERIENCE

"FERRO" MARINE ENGINE

WHIPPLE THE MOTOR-CYCLE-MAN

TELEPHONE, MONROE 3264

260 WEST JACKSON, BLVD., CHICAGO, ILL.

New Years Announcement

25 per cent Reduction

On F. N. Parts

We were always cheaper than other manufacturers, but under our new policy we shall be cheaper than anybody else ever thinks of being.

PRICE LISTS SHORTLY READY FOR DISTRIBUTION.

1908 Model

F-N Big Four Motorcycles

For immediate deliveries, or send in your order and deposit NOW and we shall send you our "Certificate of Delivery" whereby we GUARANTEE DELIVERY ON TIME.

Ovington Motor Company,

2232 BROADWAY, NEW YORK

Dec 3 08

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Devoted to the Development of Motorcycling in America

Published Monthly by the Motorcycle Publishing Co., Drexel Building, Cor. Wall and Broad Streets, New York
Entered as second-class mail at the Post Office at New York, N. Y.

VOL. III No. 2 NEW YORK, FEBRUARY, 1908 Price 10 Cents

DR. GEORGE B. GIBSON, TREASURER F. A. M. AT WESTBOBO, MASS. (See Page 32.)

Photo entered for prize contest.

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The Motorcycle Illustrated, Keller's Book and the Technical World, $2.00.

The Motorcycle Illustrated, Keller's Book and the English Motorcycle, Weekly, $3.00.

CONSTRUCTION, MANAGEMENT AND CARE OF

MOTOR CYCLES

Every motorcyclist should possess this book

Hints on American Motorcycles.

Edited by E. W. Keller. Price 25c. per copy.
Or given free with one year's subscription to

THE MOTORCYCLE ILLUSTRATED
for $1.00 PER YEAR.

MOTORCYCLE PUBLISHING CO.,
3 Broad St., New York, N. Y.

Construction, Management and Care of Motorcycles

is what every rider of a motorcycle wants; it is impartially written and is in every way superior to make the book interesting and reliable reading. Send your subscription at once and get the book free.

The Wide World Magazine—Keller's most interesting of travel periodicals. Keller's book and The Motorcycle for $2.50 per year.

Outing Magazine—Keller's Book and Motorcycle Magazine for $3.00 per year.

Norwood, O., Dec. 2, 1897.

"Motorcycle Illustrated,"
3 Hanover Sq., New York.

Gentlemen—Inclosed find one ($1.00) dollar in payment for one (1) year's subscription for "The Motorcycle Illustrated" and a copy of the book, "Motorcycles and How to Make Them." Your publication does not reply by return mail. I like your magazine very much. It is the best of its kind in America.

CHAS. LUNDGREN,
300 Third Ave.

Send for our clubbing rates with any magazine. We can save you money.

Of Constant Interest to Motorcyclists

SUBSCRIPTION BLANK

Date.....

Publisher MOTORCYCLE ILLUSTRATED,
Decker Building, 3 Broad St., New York City, N. Y.

Please enter my name as a subscriber to the MOTORCYCLE ILLUSTRATED for one year from .....and Keller's Book on Care of Motorcycles, for which I enclose One ($1) Dollar.

Name.....

Street.....

City and State.....

All communications should be addressed to Motorcycle Pub. Company.

The MOTORCYCLE ILLUSTRATED

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PHOTO ENTERED FOR PRIZE CONTEST.

728 11th Street, N. W.,
Washington, D. C., January 2, 1908.

Photo Editor "Motorcycle Illustrated."

Dear Sir—Looking over some negatives taken last summer, I found the one from which the enclosed postal is made, and remembering your article, I thought there may be some possibility of it being of interest to your readers, even though it is an exceedingly poor print for reproduction and lacks all elements of artistic beauty.

While enjoying a little ride one morning in Rock Creek Park, we overlooked the bridge, some distance below, and rather than go back we rode through the ford. Upon the suggestion of making a good picture we tried it, with the enclosed result. The motorcycle is a 1906 R. S. and the ford possibly a foot to eighteen inches deep. It is quite needless to say that crossing fords on a motorcycle is a good substitute for shower baths. If you don't believe it, I would suggest trying it, and January is a good month.

Very respectfully yours,
THOMAS Q. WANSLEBEN.

Editorial

ONE of the many ways a publication is encouraged to keep agoing is to receive from some unexpected source a letter commending the efforts of the publishers, and especially when it suggests that it has heard of its drawing qualities as an advertising medium, as does the following letter:

Oakland, Cal., Jan. 22, 1908.

THE MOTORCYCLE ILLUSTRATED,
New York.

Gentlemen:—Some time ago one of our riders answered a question in your paper which was puzlished by you, and since that time we can safely say we have had several hundred letters to answer on inquiries. We have never done much advertising, but now would like to get your prices on same. Our idea would be to put a cut of our machine and a little descriptive matter, as our '08 model is almost ready for market. We would be pleased to receive answer by return mail.

Yours respectfully,
W. M. WEED, Secretary,
Duck Cycle and Motor Co. (Inc.)

There is a good market for motorcycles and the manufacturers who make them can sell them if they let the readers of this paper know their merits.

The N. S. U. Motor Company has opened new quarters at 206 West 76th street, just off Broadway, and stocked up the premises with a full line of parts and accessories. Mr. Eugene Kicherer, the manager for the company in America, will have his headquarters here and the ever genial J. F. McLaughlin will be around to show what is in the N. S. U.

Federation of American Motorcyclists.

Westboro, Mass., Dec. 17, 1907.

Photo Editor MOTORCYCLE ILLUSTRATED.

I am enclosing you under separate cover a photo of myself and companion on Indian tri-car. I enter this print in your contest for photo prizes. I have enjoyed the possession of Indians for five years, getting a new model every spring. Have had a tri-car for three years, and am looking forward to the pleasure of guiding a twin Indian next season.

Riding a motorcycle is bully sport, but it is greatly increased by taking a lady along with you. To be sure a tri-car will not go everywhere, but by choosing good roads and routes much pleasure can be had.

I enjoy reading your magazine every month, as it comes to me, and feel sure that this photo contest you are planning will add picturesqueness to your issue and interest among the craft.

Very truly yours,
GEORGE B. GIBSON.

Sportsman's Show in Philadelphia.

Arrangements for the coming Sportsman's Show at the First Regiment Armory are being completed. It will be opened on March 9. J. H. Beck, the manager, says the show will be the most comprehensive that has ever been attempted in Philadelphia and will include displays of motor boats, motor bicycles, row boats, sail boats, fishing tackle, golf, tennis, baseball and football goods and every other article of sporting paraphernalia.

Motorcycles at Detroit's Show.

Detroit's first motorcycle show will be held in connection with the seventh annual exhibit of the Tri-State Automobile Association, February 10 to 15. Manager McMaster has set apart the entire drill hall of the Light Guard Armory for the two-wheeled flyers, and it is expected that all of the leading motorcycle makers in the country, as well as several foreign factories, will be represented. A Detroit paper, in commenting upon the coming show, calls attention to the fact that three years ago there was only one place in Detroit where a motorcycle could be bought, while now eight firms are devoting especial attention to the motorcycle trade. The little fellows have made tremendous hits with all who have tackled them, and those who have kept up their interest in the bicycle are to be found, in large numbers, in the ranks of devotees of the newer vehicle.

Princes and the Motorcycle.

Royalty in Europe remains faithful to the wheel, as some recently published photographs indicate. One of them shows Prince Albert of Monaco standing by his motorcycle to which he is devotedly attached. Albert is a man of great scientific attainments, and for a number of years has been an advanced worker in the field of ocean biology. Prince Gustavus Adolphus, who has just reached the dignity of Crown Prince of Sweden through the death his grandfather, King Oscar, rides a high grade American wheel, and is a leader in sports of all kinds. Germany has taken up bicycle polo with much enthusiasm, and it is patronized by the royal family. Prince Eitel Fritz, the Kaiser's second son, and in some respects the most popular of the Royal Princes, is an adept at the game.

The Bicycle on the Postage Stamp.

Ten cents worth of any kind of postage stamps insures special delivery nowadays, provided "special delivery" is plainly written on the envelope, and this new ruling was a subject of discussion in a hotel lobby recently. "In my opinion," said one gentleman, "the government is ashamed of its old stamp—and it ought to be. Have you ever noticed that the regular special delivery stamp shows a boy on a bicycle? Well, the bicycle is not owned by your Uncle Sam, but by the boy himself. Its part of the game to furnish that, and the wheel, after all, is the essence of the quick delivery system.

"We are rather slow in our postoffice service on this side of the Atlantic. European postoffices use thousands of wheels, and the government pays for them. They make for better service, and it is high

time our authorities are waking up to the fact. Just now the Washington office is individually making a test of a motorcycle as a collecting vehicle. The test is to extend over months, with one machine, mind you, in probably the best paved city in the country. Any private concern in a business analogous to that of the postal service would have adopted such economical time savers long ago, literally by the thousands. However, that one machine may prove an entering wedge. May be the postoffice department is waking up after all."

The Annual Midnight Race.

The 1908 New Year's midnight race under the auspices of the Associated Cycling Clubs of New York was run under what may termed ideal conditions. The sanction of the National Cycling Association was granted. Twenty-two riders started at the pistol crack, precisely on the stroke of 12, and Martin Kessler, by leading the bunch at Yonkers and Tarrytown, pulled down the prize cups permanently, and also captured the annual magnum of champagne. In addition Kessler will probably receive a bicycle for his victory, and eleven other bicycle prizes and six motorcycles went to lucky riders.

The Technical World on Motorcycles.

The current *Technical World,* in its comments on this winter's automobile shows, calls attention to the rapid growth of the motorcycle industry in America, and speaks particularly of an eight-cylinder motorcycle which made a mile over a measured course in Florida in 26 2-5 seconds, a speed proportionate to 135 miles an hour. "But it is not merely as speed leaders that the motorcycle deserves attention," says the *Technical World;* "rather its field promises to be one of unlimited range in that it is well suited for postal and messenger duties. Abroad a third wheel has been added converting it into a tri-car, and when so manufactured it is useful as a light delivery machine, and one that can be manouvred much easier in crowded streets than can a four-wheeled car. Its cost of maintenance is comparatively small, due to its light weight and simplicity of parts." While this is all true, it is evident that the *Technical World* is not aware that numbers of American made tri-cars are already in daily use, and several factories on this side propose to fully exploit the commercial possibilities of the motorcycle during the coming year.

Motorcycles shown both in the New York and Chicago shows indicate that engineering problems are now so well solved that the designers have been able to devote more thought to the rider's comfort. With that end in view, many of the makers exhibited machines with longer wheel bases and lower frames. Handlebars have also been lengthened, so that saddles can be placed more directly over the rear wheels, thus materially reducing vibration. The use of the magneto is being encouraged, and the double grip control also seems gaining in favor.

IN THE MOUNTAINS.

Motorcycle Aids the Press.

A truly remarkable motorcycle run was made in St. Paul recently by "Jack Knife" Stout, who was commissioned to carry a photographic plate from a football field to the St. Paul *Dispatch* office, in time to get an illustration into the paper's afternoon edition. The plate was given Stout at 2.13, and it was necessary for him to ride for some distance through a crush of automobiles, bicycles, carriages, and pedestrians. He followed a road with a trolley line that had to be considered, and the course was mainly macadam and poor paving, yet the run of nine miles by map figures was made precisely in fifteen minutes, without accident to machine, rider or spectators who crowded the road at many points. Stout rode a three-horsepower, chain-drive machine, and overtook and passed several automobiles going his way.

What Is an Amateur?

Just what constitutes amateur status in cycle affairs does not seem to be thoroughly understood, either by the new crop of riders that makes its appearance annually or by those who read with interest the sporting columns. The ruling of the National Cycling Association on this subject follows:

"An amateur is one who has never competed in nor assisted in, and who has not taught any athletic exercise for money or other remuneration; nor knowingly competed with or against a professional for a prize of any description; nor sold or pledged any prize or token obtained through connection with cycle racing (this clause is not retroactive) or whose membership in any cycling or athletic organization is of no pecuniary benefit to him whatever, directly or indirectly, except such as is hereinafter

provided for in these rules; or who having transgressed any of the foregoing provisions, has been duly reinstated. For this class of riders prizes are limited to $35 in value for a first, unless a permit to exceed this amount shall be granted by the Board of Control. It is not intended that this rule shall apply to persons who may instruct others in cycling for the purpose of effecting the sale of a bicycle, nor to those who serve as officials of the N. C. A., or at races conducted under its permits.

A. G. CHAPPLE,
Captain of the N. Y. Motorcycle Club, Who Met With a Severe Accident, Is Out of Danger, Much to the Joy of His Friends.

ANSWERS TO MOTORCYCLE QUERIES.

Salesman Contemplates Using Motorcycle.

Worcester, Mass., Oct. 13, 1907.

I am considering the advisability of using a motorcycle to travel over a certain territory showing up a cement machine of which I have the agency. I cover the New England States calling on contractors and builders, and in a general way cover every town of 2,000 inhabitants or over. The model which I carry weighs 21 pounds, and is contained in a box the outside dimensions of which are 12 inches wide, 4 inches deep and 16 inches long. Besides this, I have a hand bag to carry necessary change of clothing and toilet articles. Weight 13 pounds. My weight is 160 pounds.

I have been using an automobile, a four-cylinder runabout 15-horsepower since last April 14th, and up to date have covered 6,453 miles. While I realize that the auto is a good investment I am a little disappointed in the running cost for I find this is greater than I anticipated.

As a basis of figuring I will give you the items of cost so they can be compared with the motorcycle, the running cost of which I would like to have you inform me, if you think it feasible for my business. I have been told that a motorcycle cannot be used on muddy roads. Please inform me as to this, for I shall have to take into consideration the time lost for any cause.

I hope you will be able to give me figures for comparison in the various items, also an unprejudiced opinion as to the practicability of the motorcycle for my purpose. J. E. B.

Your items of expense agree very closely with observations I have made on a car of about the same cost and power. I figured a trifle over 7c. per mile, but the average condition of roads over which I travelled was probably somewhat better, and I did not include the cost of garage or stable as I housed my machine in my own barn. To be correct the rent of the stable and the extra cost of insurance should have been taken into account. There is not the slightest question as to the practicability of the motorcycle for your purpose. A carrier suitable for your sample box and hand bag is regularly made. A run of 60 to 75 miles per day is really no task for any man; many riders have frequently made over 200 miles in a day.

Taking up first the cost of motorcycle, depreciation and cost to operate. A first-class machine fully equipped with luggage carrier and stand together with necessary accessories would cost $200.

Allowing a depreciation for one season of 25 per cent. (which is ample)	$50.00
108 gals. gasoline (60 miles per gal., at 22c)	23.76
4 gals. cylinder oil (400 miles per quart, at 75c.)	3.00
One new outer shoe for rear wheel (rear will wear 5,000, front 10,000 miles)	10.00
Express on tire	.35
Supplies (estimated)	1.00
Repair and replacement (estimated)	10.00
Batteries, 8 sets of 3, at 75c	6.00
Interest on investment, $200, 6 mos., at 3 per cent.	6.00
Total cost	$110.11

or 1 7-10 cents per mile.

According to the above figures, which I consider on a conservative basis, you would actually save $30.00 over your railroad fares.

In comparing the speed at which it is safe to run an automobile and motorcycle over the average road, I find the advantage to be in favor of the motorcycle. On runs where I have averaged 18 miles per hour on the auto, I have done 20 comfortably on the motorcycle, so it would be fair to concede a 10 per cent. advantage in speed for the motorcycle. I think I am underestimating this, but I have in mind your caution for an unbiased opinion so I will not take advantage of any doubt.

Figuring, therefore, that the motorcycle is 10 per cent. faster you would be able to cover the same territory in 2½ weeks less time, and there would also be a saving in time for cleaning and adjusting which need not be at the most, more than one hour for each 100 miles traveled, or 64½ hours total time, a saving of another half week. We will estimate the delays for punctures and repairs the same as your record, for that seems a short time for an auto, but is ample allowance for the motorcycle.

Now as to the advisability for using the machine in the mud and rain. I admit it is not altogether pleasant to drive in the rain, especially when unprovided with proper clothing for this purpose, and some kind of roads when the mud is in a certain

state it is almost impossible to ride at all, so we will make ample allowance for such contingency and say that in 6 months we have 200 hours in which a motorcycle cannot be comfortably used on the road, deducting 31 hours from this, the time in which your auto was stopped under this condition, we have 160 hours in the 6 months in which the auto is useable when the motorcycle is hung up. This is equal to 2½ weeks, counting 10 hours per day, but since we had previously gained three weeks over the auto we are still one-half week ahead, but the 200 hours' allowance for loafing would be well spent by traveling in the old way by train and trolley, and at least one-half the business done that could be done by the auto in that time. So, assuming a net profit of $1,000 as a basis in 6 months by the original method of travel by rail, you have increased your sales and profit by auto traveling 35 per cent. or $350.00
Less excess of traveling cost of auto..... 240.00

A net gain in profit over the rail method..$110.00
Traveling by motorcycle we can cover 40 per cent. more territory, so increase our sales and profit $400.00
Adding result of 10 days' work by rail..... 66.00
Saving in hotel bills by covering territory in 9 weeks, less time 180.00
Saving by motorcycle travel, less than railroad 30.00

A net gain over the old method.....$676.00
A net gain over the automobile method.... 566.00
—C. H. M. in *Cycle and Automobile Trade Journal*, Philadelphia, Pa.

IN the mass of suggestion that has been proffered that track racing may be rendered safer Henry Ford's idea of restricting competition to cars employing motors having a piston displacement not exceeding 250 cubic inches stands out clear cut and distinct, says the *Motor World*. It strikes at the root of the trouble and is in line with the *Motor World's* suggestion that it is time to limit the power of cars employed in track contests. As Mr. Ford maintains, 250 cubic inches allows ample scope for ingenuity and permits of all the speed that is necessary for practical purposes. Of course, the piston displacement is not a new one. It was considerably discussed two years ago, but nothing came of it. The American Automobile Association permitted the suggestion to pass unnoticed, as so many other deserving suggestions have been permitted to pass—that is, until mischief has been done.

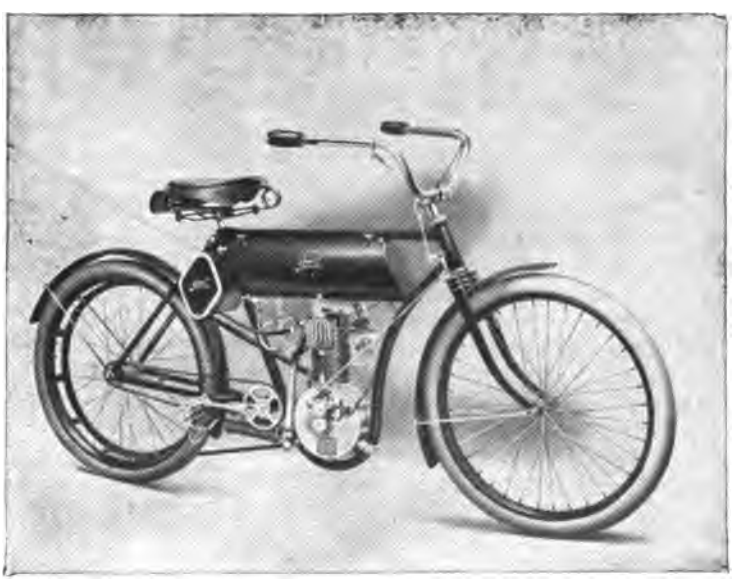
Although it probably is unknown to the A. A. A. and to most of those concerned with automobiles, the piston displacement limit already obtains in this country so far as motorcycles are concerned and has proved a most effective regulation not only for the sport, but in a measure for the trade as well, in that it has made the manufacture of freaks of abnormal power unprofitable. The body that governs motorcycle sport in America did not wait for tragedies to occur before providing safeguards. Several distressing fatalities had occurred abroad to both competitors and spectators exactly as they have recently occurred in automobile racing in this country, and profiting by this experience and for no other reason the Federation of American Motor Cyclists established a limit of five horse-power for machines eligible to competition.

In due course, the term horse-power being elastic trade rivalry led to the construction of machines bearing that rating, but manifestly of much greater power and that were close to the danger point. Again the motorcycle organization did not dodge the issue or cry out to the trade for help. It met the "trade rivalry" more than half way by promptly wiping out the horse-power definition and substituting therefor an inelastic limit of 61 cubic inches piston displacement, and there is stands to-day. No machine of greater capacity is permitted in a track contest. The few freaks of abnormal power that exist are restricted to straightaway trials and even

S. F. Heath, former sales and advertising manager for Wisconsin Wheel Works, now Mitchell Motor Car Company, and later for three years in same postion with E. R. Thomas Motor Company, is now making a Pacific coast trip in the interest of the Thiem Mfg. Co., Minneapolis, Minn., makers of the Thiem high-grade motorcycles. The Thiem company have, for a number of years, been engaged in making motors for bicycle purposes with remarkable success. Their plant, a very complete one, is now entirely devoted to the making of a line of motorcycles of the very highest grade.

Experts who have examined and tested the Thiem product unhesitatingly say there is nothing on the market, foreign or domestic, having greater merit in design, material or workmanship.

Pacific coast agents desiring to secure territory should address at once S. F. Heath, general delivery at Seattle, Tacoma, Portland, San Francisco or Los Angeles. Seattle will be reached about Feb. 1st, and the other cities in the order given above.



THE THIEM MOTORCYCLE FOR 1908.

then their performances go for naught. They are not booked as records.

It is to be added that in the five years' history of motorcycle racing in America there has been but one fatality and no broken bones and even motorcycles have a reputation for "going some." Doubtless the idea that anything is to be learned from the modest little two wheeler will be pooh-poohed in many directions, but the fact remains that the wise man will profit by the experience of others, it matters not who they may be. Having made automobile sport a mere annex of the trade and therefore being fearful of doing anything which may offend the trade, whether the A. A. A. really is in a position to take a stand for piston displacement or anything else that while making for real safety would render some cars unavailable for speed purposes and cause a trade outcry is an open question.

My Ideal Motorcycle.

BY MATT COLLINS.

EVERY individual has ideas of his own, and I pride myself on being an individual. I do not mean that I am one of the pessimistic who are prejudiced against everyone and everything practical, because I can discern the good things existing at present—even in a motorcycle.

In your perusal of this article you will notice that a number of the features are at present used on some of the leading machines. It proves that I appreciate very highly their good points; and there is no disparagement meant for their other features; but they could be better.

And I have, in my mind's eye, the image of what I consider an ideal motorcycle—one that can cope with the present road conditions, and yet one that has no very complicated features or parts that are apt to get out of alignment or become disadjusted after a little wear. A motorcycle to be really practical must not be complicated, because riders, speaking generally, are not machinists nor gas engine experts. A man may ride a complicated machine for some time and have no trouble, the same as an inexperienced chauffeur may drive a car and apparently operate it successfully, but sooner or later the repair bills will mount up and the poor quality of the material entering into the construction of the machine will receive the credit.

It is not the poor material used, but the poor judgment and care of the operator that is at fault. The average machine is well made; it will stand up under all ordinary conditions and do its work easily and well, but it cannot take care of itself nor can it be held responsible for the ignorance of its owner.

Perhaps my ideas will not come up to the ideal of other enthusiastic motorcyclists (a man must be an enthusiast to "dope out" ideas of his own), albeit my intention is to give my ideas to those who can and will develop them and better the motorcycle as much as possible. Everyone who has an idea owes it to himself and to his fellow motorcyclists to give it out, and I sincerely hope that others will follow my example.

My ideal must have a twenty-inch frame of the truss-loop type, constructed to give a wheel base of at least fifty or sixty inches. On our rough roads a long wheel base is imperative, a fact which is recognized by some of our leading manufacturers.

Truss forks with spring in the head prevents side sway and also is the strongest and less liable to break.

Grip control, of course.

The fuel tank should be large enough to hold two gallons of gasoline and two quarts of oil.

Ignition should be by magnets.

Oiling by pump with sight gauge in motor base.

Coaster brake, and emergency brake of the old bicycle style, which presses against front wheel with lever on handlebar.

I am a strong advocate of the free engine, and my idea of what that should be, considering complications, is an internal expanding and contracting friction clutch contained in the engine pulley, with a lever attachment that throws it out when brake is applied.

Chain drive with a compensating rear sprocket, all enclosed in an aluminum case, allowing chain to run in oil, thereby ridding the chain of its principle trouble—collection of grit in joints and undue wear.

Under the above conditions, the chain is, without doubt, the nearest approach to the perfect transmission for a motorcycle, notwithstanding the opinion of a few of our experts, who favor the gear and shaft drive with its complicated and many wearable parts.

The motor is the last but not the least, a three-horsepower, two-cycle motor of the Elmore type, either air or water cooled, with internal gears, lightweight piston and two heavy flywheels, one on each side of the crank case, inside. Fly-wheels to have blades or flanges and to act similar to a centrifugal pump.

A motor of the above type would be capable of developing the hill-climbing capacity of a six-horsepower, two-cylinder motor of the four-cycle type and would not contain half the weight or complications.

But it is doubtful if it could be properly cooled by air. My experience has been limited to four-cycle, water-cooled motors, and therefore I am not competent to judge of the two-cycle motor. That is a problem for engineers to decide. Personally, I prefer air cooling if possible.

The above is my ideal, to the best of my knowledge; and yet it isn't *the* ideal. It lacks many good features which will go to make up the motorcycle of the future. But I have started the ball rolling and now let others step forward and add to my ideal and make it better, for the benefit of us all, for we have to do the riding.

MOTORCYCLE POLICE, TOLEDO, O.

Toledo Police Motorcycle Corps.

When the Board of Public Safety last spring purchased for the police department two motorcycles it was done as an experiment. The motorcycle is not an innovation in police work, for in other large cities they have been used to a good advantage for several years.

Patrolmen Moses McCloskey and Frank Riley were detailed by Chief Knapp to learn to ride the things. The two stalwart officers suffered many a fall and escaped with scratches and bruises, but they mastered the art of riding their gasoline steeds and soon were detailed for duty.

It was early in April that the two motorcycles, ridden by policemen, were first seen on the boulevards and at once auto speeders took warning. But two motorcycles could not cover all of Toledo. It was April 6 that McCloskey and Riley made their first arrest, and when Judge Stewart fined the violator of the speed ordinance other members of the motor fraternity again took notice, this time being more respectful of the motorcycles and their riders.

Arrests followed rapidly after that, and the board, seeing the good work being done by the two members of the motorcycle corps, decided to add two more to the list.

Joseph Schlagek and Richard Martin were detailed to conquer the two new ones and Schalgek had hard luck. He collided with a pedestrian on the East Side one evening and received injuries which came near resulting fatally.

So badly shaken up was the new motorcycle man that he decided that the life was too strenuous, and, with permission of his chief, he retired to the simple, easy life of a patrolman. John Connors, familiarly known to his friends as "Jack," took Schlagek's place, and the quartet now consists of McCloskey, Riley, Connors and Martin.

Since April 6 the motorcycle corps has arrested 36 persons for violating the speed ordinance. In almost every case a conviction has resulted, for the motorcycles are equipped with speedometers, and when chasing an autoist the rider of the cycle can tell at just what speed the autoist is going. Judge Stewart has imposed a fine of $20 and costs in almost every case.

One of the men is kept at headquarters all of the time for emergency calls, and it takes but a moment for him to spin over to the East Side or to the outskirts.

For a time the motorcycles were on duty only from 7 o'clock in the morning until 5 in the evening, but complaints then came in about auto speeders who were taking advantage of the fact that no one was looking after them at night, and were "burning the boulevards" in the early hours of the evening.

It was then decided to detail two members of the corps for day service and two for night. That shift is now being worked with success. Speeding has diminished and there are now few complaints against such violations of the law.

The First 1908 Dinner of the N. Y. Motorcycle Club

T

attractive and always amusing postal cards, which announced our Sunday runs last year, were the result of his pen and fertile brain.

The first course, "Cape Cod Skids" (oysters) went at the rate of sixty miles an hour, although it is doubtful whether such a speed would have been attained had Brother Vierick told his 12 o'clock story at 9 o'clock.

Captain Bendix then arose and announced that no speeches would be allowed, but only story telling permitted. He further related that stories were to be divided into three classes, namely " before 10 o'clock stories," "before 12 o'clock stories" and "after 12 o'clock stories," or a classification suggested by the writer, "500 centimeter stories," "1000 centimeter stories" and "free for all"—"no limit stories." Then followed several stories which were purported to be in the 500 centimeter class (30.5 cubic inches) but which the writer thought should have gone into the "free for all" or "sky is the limit" class. But then your humble servant reckoned without Vierick. Much of which later.

The next course, "Petrol Injection" (soup), came and went (but not in the same direction), while a rag time song and supposedly 500 cm. stories were told. And by the way, our genial Brother Toepel provided no little amusement by introducing a "hook" in the form a crab net without the net part. "Freddie" Horenburger and the writer were appointed "masters of ceremonies," and if President Bendix thought a story a "chestnut" he put it to a vote, and if the "yeas" won the unlucky story teller was summarily and without undue tenderness "hooked" by placing the crab net over his head, and brought before our president, where he was reprimanded before the assembled company amidst roars of laughter.

Between the fish and entree our plucky and well-beloved Captain A. G. Chapple was brought in on crutches. You will acknowledge his pluck when I tell you that only ten days previous he was riding his 7horsepower Pergeot when an automobile crashed into him and fractured his pelvic bone, sliced his ear and hurt his eye. Of course the boys were overjoyed to see him, but it was a dangerous thing for such a sick man to do. He pluckily stayed till the last, however, pale and thin as he was from his recent accident.

When "Hot Fly Wheels on Gaskets" (squab on toast) arrived, President Bendix formally presented the cup donated by MOTORCYCLE ILLUSTRATED, which was competed for by the Brooklyn and New York Motorcycle Club—the latter being the victor. Captain Chapple immediately christened the cup by filling it with White Seal, and each man took a swallow. I noticed that some took such a long a long time to perform this usually brief operation!

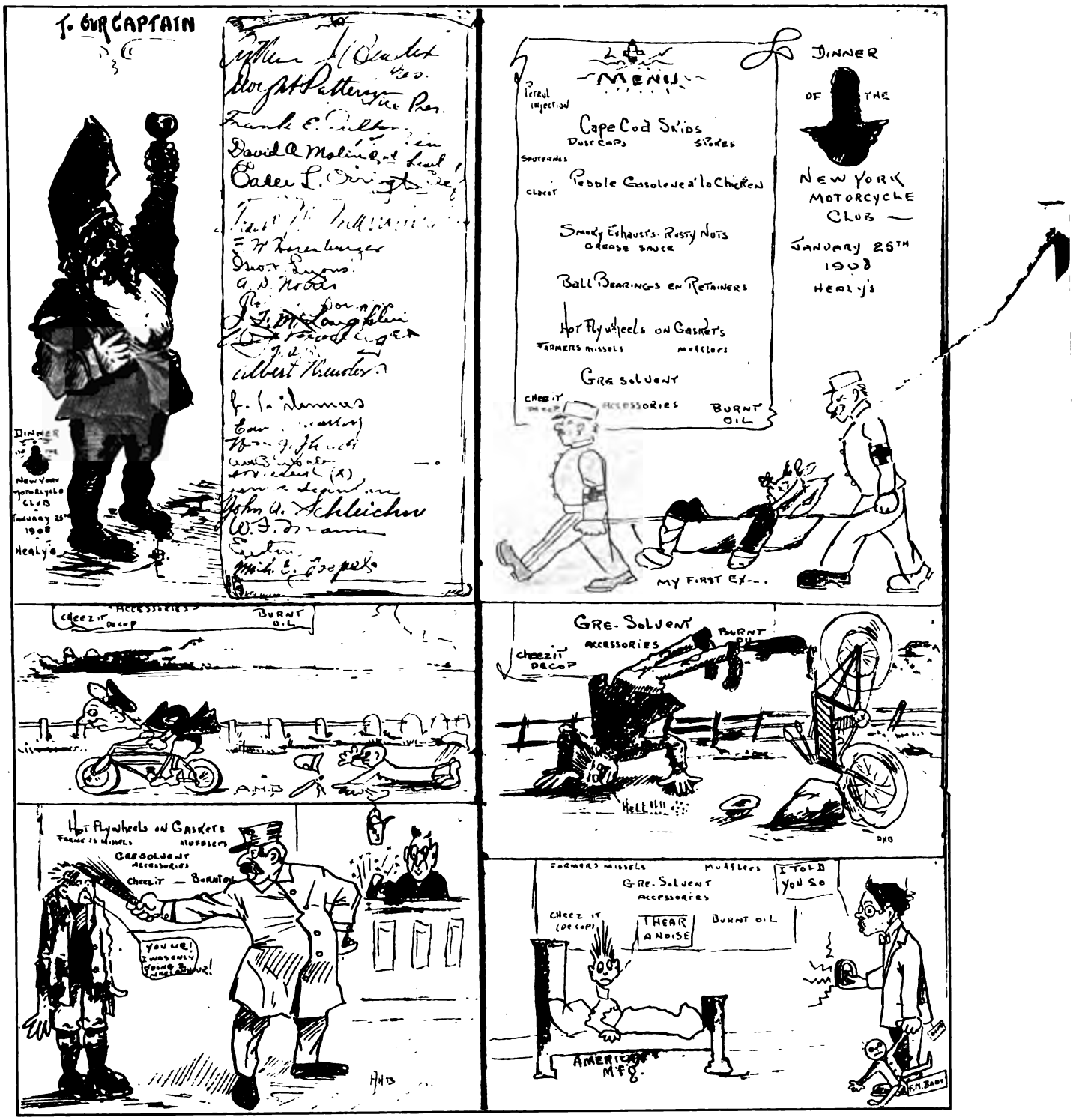
Brother Terwilliger, who is business manager of a magazine called *The Wide Way* (not a motorcycle path), 24 East Twenty-first street, New York, had sent each member issue No. 1, Vol. I, of his publication. And the first story was of particular interest. Unfortunately said story, like most serials, left the reader at the most interesting part. The writer, who has his bump of curiosity highly developed, although he doesn't always like to own up to it, wanted to know how this story continued and decided to get expert opinion. The question was, "Did he?" A standing vote was taken and "He did" won with odds seventeen to seven. Whereupon Brother Terwilliger arose and informed the breathlessly waiting company that he actually "did." Incidentally he remarked that as the motorcycle publications allowed F. A. M. members to subscribe at half price, he would do likewise and for half a green back of lowest denomination send a year's supply of the "stuff."

President Bendix then arose and stated that he had a scientific piece of literature he desired to communicate, but added that it would take fifteen

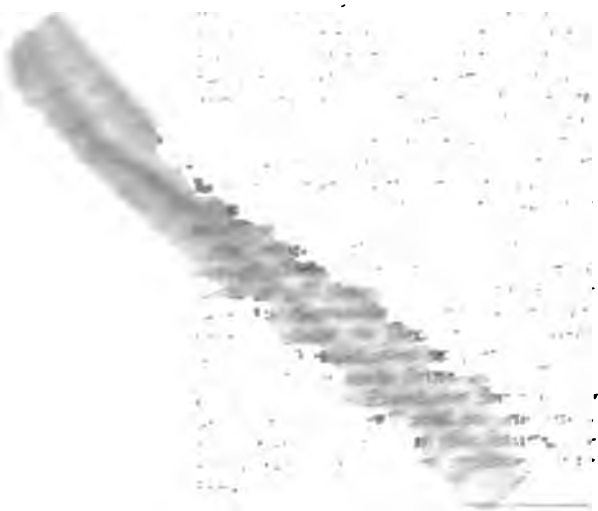
THE SOUVENIR ICE CREAM BOX TO COMMEMORATE THE OPENING OF THE NEW HEADQUARTERS OF THE N. S. U.

[illegible] [illegible] [illegible] [

Souvenirs of the New York Motorcycle Banquet held at Healy's January 25, 1908



TO EACH MEMBER PRESENT WAS GIVEN A HAND-PAINTED AND ORIGINAL DRAWING PERTINENT TO THE MEMBERS WHO RECEIVED THE CARDS. *Drawn and executed by Al Bartsch.*



The W. W. in Chicago.

Changes in the Armac Policy for 1908.

Iowa Rural Carriers to Have Motorcycles.

Motorcycles for Ithaca Cops.

1908 Indian Motorcycles

F. A. BAKER & CO.

BROOKLYN: 1181-83 Bedford Ave.

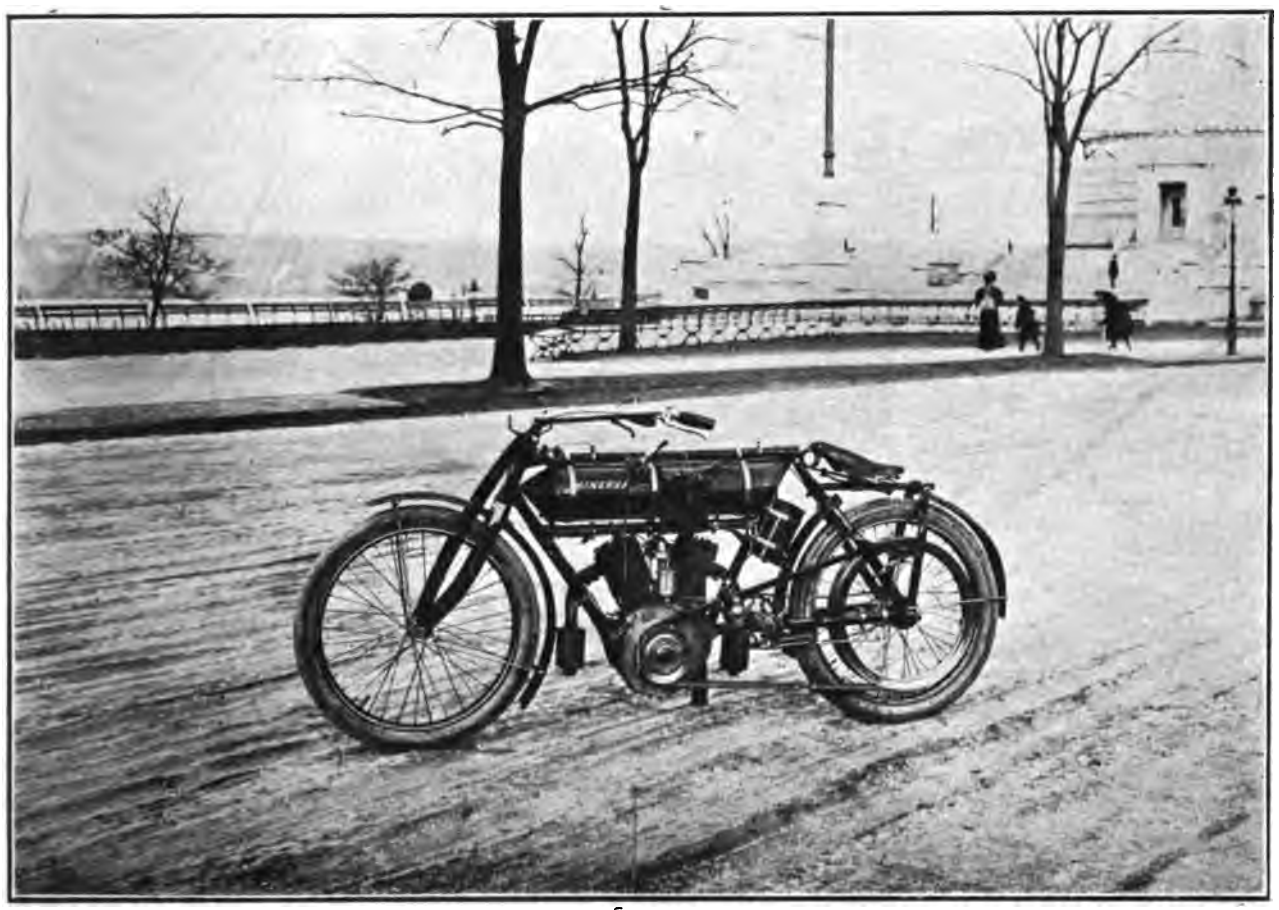
NEW YORK CITY: 37 Warren St.

A New Tire.

The Pennsylvania Rubber Company, of Jeanette, Pa., have entered into the motorcycle game and their product is particularly worthy of consideration, inasmuch as it carries a 3,000 mile guarantee and all replacements will be made on that basis. The casings are made of the best fabric and rubber obtainable and while not exceptionally thick their quality insures exceptional life and resiliency. The 2¼-inch casing when inflated measures 2 7-16 inches, and the 2½-inch tire shows a full 2¾-inch diameter.

Their new butt-ended inner tube, which is the first American inner tube of that type, is made of excellent stock, and the clever construction of the joint makes pulling apart impossible. No one can appreciate the value of a butt-end inner tube to a rider on the road unless they have tried one. It is but a moment's work to remove the tube, find the puncture and repair it. Replacing is quickly done and the rider is off. When a puncture is small it is nearly always necessary to put the tube in water to find it, and with the ordinary inner tube this is difficult, to say the least, if the puncture happens to be in the rear wheel. However, with a butt-ender it is a simple matter.

The new tire and inner will undoubtedly prove popular and nearly all motorcycle manufacturers will furnish it on request if it is not a standard fitment.



THE MINERVA. *Photo by Boote Bros.*

The Minerva.

The George V. Lyons Motor Company have secured the American agency for the Minerva motorcycle, a product of the Minerva Motors of Antwerp, Belgium.

The Minerva has had a very successful 1907 racing season, having won, among many other events, the Circuit des Ardennes, the oldest motorcycle classic of Europe. The Ardennes course is a hilly one, with many turns and is 108 miles long. The time made by the winning Minerva 8 horsepower was 2 hours, 37 minutes and 38 seconds, making an average speed of 40½ miles an hour.

The four Minerva models will be carried in stock—2¼, 3½, 4½ and 8 horsepower, the last-named being a duplicate of the Ardennes racer.

The wheel base of all models, with the exception of the 8 horsepower, will be 54 inches; the 8 horsepower will be 56 inches. Ground clearance on all models, 4·· inches.

Among the 1908 improvements will appear the following:

Ignition controlled from the handle bar by a twisting handle. All levers on the tank will be dispensed with.

G. and A. automatic carburettor, requiring no air lever.

Detachable foot rests.

Two band brakes on the rear hub, one hand applied, the other by back pedalling.

Separate luggage carrier and stand.

Eiseman high tension magneto used in conjunction with the Minerva patent rotary drive, will be supplied with all single cylinder models. Double accumulators of 15 A. H. each on the two cylinder models.

Transmission will be by a "V" leather belt ⅞ inch.

Mechanically operated valves will be used on all models.

The 8 horsepower Ardennes type will have a range of speed from 10 to 70 miles an hour. The accompanying cut shows the Ardennes 8 horsepower type.

Gasolene capacity, four gallons; oil, two quars.

Club News.

A. M. Motor Club of America.

[illegible]

New York Motorcycle Club

[illegible]

Metropolitan Motorcycle Club.

[illegible]

Chicago Motorcycle Club.

[illegible] officers of the Chicago M[illegible] [illegible] President, [illegible] Wentworth, [illegible] financial secretary, [illegible] Wentworth, [illegible] Sumner and Salvage, with [illegible] racing board. Messrs. [illegible] Sumner and Salvage.

[illegible] particularly efficient and the [illegible] considerable. The present membership [illegible] one hundred mark, and by the middle of the [illegible] will undoubtedly be [illegible] Michigan avenue, with a [illegible] determined, and unless the plans of the [illegible] Chicago will have one of the largest and most energetic clubs in America.

Motorcycle Club for Boston.

[illegible] recently been started in Boston its first motorcycle club. The organization includes among its members many of Boston's representative riders, and it is expected that the club will be a great factor in promoting the sport of motorcycling in Massachusetts. It will be known as the Commonwealth Motorcycle Club, and its officers are: President, A. E. Muzzey; vice-president, [illegible] Childs; secretary, G. A. Ellsworth; treasurer, [illegible] Corwin; captain, Theo. Rothe; first and second lieutenants, Dr. [illegible] Edmunds and [illegible]. The secretary's address is 33 Coolidge road, Allston Station, Boston, Mass.

Los Angeles Motorcycle Club,
Los Angeles, Cal., January 16th, 1908.

[illegible] Publishing Co.,
[illegible] Building, New York City.

Gentlemen—It is a pleasure to submitting our club news.

The regular pleasure trip of the Los Angeles Motorcycle Club will be January 20th to Anaheim, leaving the clubhouse, 120 West 23rd Street, at 9 a. m., going via Downey, Artesia, Artesia and Buena Park, and returning through Fullerton, La Mirada, and Santa Fe Springs, which makes it a trip of "no scenes twice seen." Roads have been officially inspected and are said to be in the finest of condition. Luncheon has been arranged at one of the leading restaurants of Anaheim City.

January 17th will be the monthly entertainment of lady friends by dancing, cards, etc., at the clubhouse.

Ten new members were taken in at the last business meeting, making the club in members about one hundred. We are exceedingly pleased to make mention that we believe Los Angeles has the largest motorcycle club in existence, and would like to hear if some city can beat us. We also claim that we are the only club that has regular pleasure trips each two weeks the year round. Yours very truly,

LOS ANGELES MOTORCYCLE CLUB.
By Sanford Lyon, Press Agent.

Pasadena Motorcycle Club.

Officers have been elected for the Pasadena (Cal.) Motorcycle Club as follows: President, Charles Backus; vice-president, William Hollenbeck; secretary, John Foster; treasurer, Manly Goddard; captain, Edward Myers; lieutenant, Albert Wenger.

ABOUT ARMAC MOTOR CYCLES

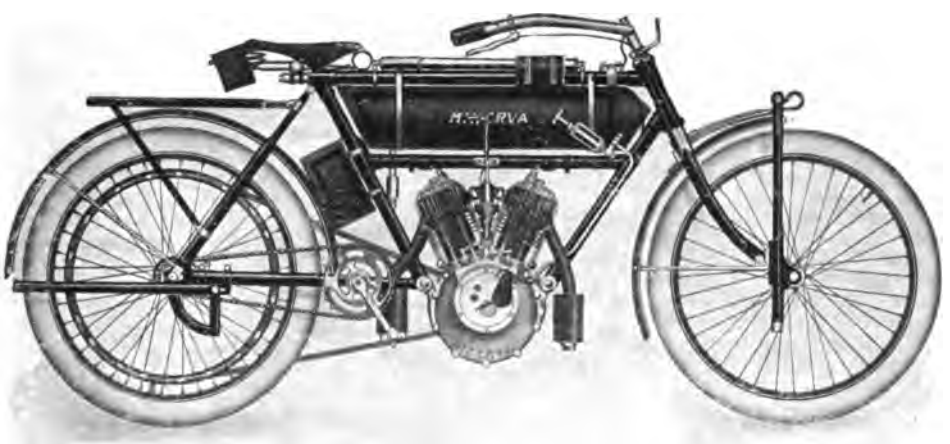
IN selecting a motorcycle, if you only knew as much about the **ARMAC, 1908,** as we do, you would not hesitate a minute in your choice. According to an authority, the **ARMAC** shows brains,, and its engine and bearings are perfect. Among the hundreds of **ARMAC** motorcycles ridden in the country, there has been no word of complaint from anyone who was capable of running a machine. Any man who has a "think tank" which is working regular and gives enough attention to the rudiments of motorcycle construction can keep an **ARMAC** going. We don't furnish anything in the way of grey matter, but for $200 in the coin of the U. S. Government, that is accepted at par anywhere under the Stars and Stripes, we will deliver a good, strong motorcycle, built right, with right material, no tin or solder, that will take you out and bring you back again. Has several exclusive features of construction that excel all others. These include the weldless steel tubing gasoline tank and oil reservoir, that is an integral part of the frame. Our patent pulley rim, triple fork crown, double post bar that will not twist in any exigency of strain in ruts or deep sand. A new direct oil pump insures positive lubrication. A penny post card will bring you the evidence of staunch riders of the **ARMAC,** who have depended on the **ARMAC** for years and who have never had any trouble. What others have enjoyed, you may also enjoy. The **ARMAC** is not altogether a machine for joy riding; it is so good and strong that its utility is far-reaching. Most satisfactory reports are made by collectors, canvassers, rural delivery carriers, doctors, telephone and telegraph inspectors. If every small merchant would stop to investigate the facility of the motorcycle delivery attachment, he would find that his small packages would be delivered for a good deal less than he now pays. But, anyhow, the motorcycle is coming into its own and if dealers in motorcycles or kindred product throughout the United States would rouse themselves to the possibilities of getting people to know the advantages of the motor driven, two or three wheeler, the number of machines would rival the millions of pedal driven wheels seen a decade ago. We want agents that have enough red blood in their veins to go out and sell machines. Some wise ones have already got in the band wagon. Send in your name and address if you want an agency.

Armac Motor Co.
MOTORCYCLES
Factory: Chicago

Sales Agents
H. H. THORP & CO.
1221 Michigan Ave.
CHICAGO

H. H. THORPE & Co., are veterans in the cycle trade, and as sole distributers of the factory product of the well-known ARMAC MOTOR Co., announce that correspondence regarding sales should be addressed to 1221 Michigan Ave., Chicago.

Standard of Europe for Speed and Reliability



MINERVA

3 1-2 H. P. with Magneto, $270.00; 4 1-2 H. P. Twin, $275.00; 8 H. P. Twin, $350.00

The 8 H. P. **TWIN** is a duplicate of the **ARDENNES RACER,** winner of the **CIRCUIT des ARDENNES 1907.** The distance, 108 miles; the time, 2 hrs. 37 min. 38 sec.; an average speed of 40½ miles an hour on a hilly course.

We are also ready to make delivery on the WAGNER 1908 model, AMERICA'S BEST, $210.00

GEO. V. LYONS MOTOR CO.
87TH STREET AND BROADWAY NEW YORK

A full line of Minerva and Wagner models will be exhibited at the Sporsman's Show, Madison Square Garden, February 20th, to March 7th.

Philadelphia, Jan. 14, 1908.

Motorcycle Publishing Co.

Dear Sirs—Enclosed find one dollar for one year's subscription to "Motorcycle Illustrated," a very good paper. Have received your paper from January, 1906, to present date through my newsdealer, but wasn't a satisfactory way of doing things, so gave you the above subscription beginning with January, 1908, number.

I intend buying a belt-drive motorcycle and ask if you will please help me select a machine. I have set my mind on having either a Yale, Curtiss, N. S. U., Excelsior or Thomas. I have about $200 to spend for a machine and I want it for general, easy, fast and slow and economical riding. At present I ride an R. S. for the Philadelphia Electric Company and have ridden a Yale to Easton and back pluss some 100 miles. These two are the only machines I really know.

Thanking you in advance, I remain,

Yours respectfully,

J. HALL EBAUGH,
3741 Lancaster Ave.,

(The Curtiss, M. M., Royal, N. S. U., Armac, Yale, Thomas Auto Bi, Harley-Davidson and Merkel motorcycles are all belt-drive. Anyone of them will give you satisfactory results. Would suggest you write for catalogue of these machines and compare them and select the one you think would meet your requirements. —Editor.)

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908 Lafayette St.,
Alameda, Cal., Nov. 13, 1907.

THE MOTORCYCLE ILLUSTRATED,
New York.

Dear Sirs—I notice in a recent issue enquiries about the address of the Duck Cycle and Motor Works. It is 1334 Broadway, Oakland, Cal.

They do not make machines in quantities, but only to order. No catalog is issued by this firm. There are a great number of these machines about here. The spring seat, described by Mr. Rhodes, and also the rubber hose grips are supplied on the Duck.

I think American machines, as a class, are far and away behind the foreign machines. An engine set between the legs of a rider does not look good to me.

A large wheel base with the engine set low down with 2½-inch tires makes an easy-riding and easy-handling machine. I think machines should have at least 3½ H.P. for our roads. Two speeds with a free engine would be a good thing.

The frame of the average motorcycle is far too weak.

I have a friend who has a machine of the ——— type and he has had his frame break twice. It must have been broken from the vibration alone, as he has never hit anything. I have had my machine for three years and it is as good to-day as when I got it. The frame is made heavy and the wheel base long, with a 2-cycle 3 H.P. motor. It makes a nice mount.

I have had many spills and collisions, but my frame does not show a scar of any kind. I use a round belt and you could not give me a chain or flat belt machine. I have had absolutely no trouble of any kind that I could not fix myself. Yours truly,

A. N. RAMSEY.

Babylon, N. Y., Nov. 11, 1907.

Editor MOTORCYCLE ILLUSTRATED.

As your patient ear is ever open to our cries of trouble, I am going to tell you a new tale of woe.

I notice from ads in yours and other papers that a great many motorcycles are being stolen and apparently never recovered, even if number of motor is known and advertised. I had an Indian stolen some weeks ago out of a well secured barn and have been wondering if there is no scheme whereby we could protect ourselves from this sort of larceny.

My fellow rider may have his machine stolen next, so if this is only a word of caution I think it may be in season.

You have some very able contributors, so I thought that some of them may be able to suggest something that would benefit us all.

Would also say that I like your paper very much and also wish it would come oftener, say twice a month.

Was pleased with Mr. Ovington's unselfish spirit shown in his desire to make a distinction between trade riders and private owners, and although he rides and sells a machine some of us are not able to afford, we cannot help but admire the manly and unselfish spirit whenever shown.

Yours truly,

WM. F. HOFFMAN.

Detroit, Mich., December 26th, 1907.

Editor "Motorcycle Illustrated."

Dear Sir—In your December number I noticed an article written by Mr. C. H. Wilson, of Port Chester, N. Y., in answer to which I would ask the privilege to make a few remarks. In writing this I do not wish to give your readers the idea that I know "It" all, but will leave it to them to judge whether I am right or not.

In the first place, I think Mr. Wilson knows a good motorcycle when he sees one, still I don't quite agree with him on the subject of foreign motorcycles. In spite of all that has been said on this subject I have yet to see the man that can give us some good, substantial proof that the foreigners are ahead of us. Although a few of the foreign machines have some good points, I can't see where they have anything on us, not by a mile. Mr. Curtiss showed us what a 5 horsepower Curtiss can do to a 14 horsepower foreign make when it comes to speed. Mr. Baker, mounted on an Indian, demonstrated what an American machine can do in an economy contest, and where were the foreigners in Mr. Baker's class? Only one finished, and second last at that. Then, again, Mr. Hastings went over to England and entered the six days' reliability contest, mounted on an Indian, the only American machine entered, and won highest honors. Isn't that enough proof? Where have we anything to learn from the manufacturers across the pond? In the use of magnetos or sloppy accumulators? I have covered an average of 65 miles a day for the past season, but have yet to experience my first battery trouble. Now just do a little figuring—the majority of electrical dealers in this city sell the Columbia battery at 20 cents each. This makes 60 cents a set. In watching my cyclometer I found that I could easily get 1,500 miles out of every set, and on a machine that is geared as low, perhaps lower, than any other machine made. On the other hand, manufacturers ask $40.00 for a magneto; now $40.00 will buy two hundred batteries at 20 cents each, making about sixty-six sets of three each. Now count-

Opening of NEW AMERICAN HEADQUARTERS

N. S. U. MOTOR CO.

206 W. 76th Street Between B'way & Amsterdam Av. New York City

Full Line of Parts, and Repair Shop on Premises

N. S. U. 1¼ LIGHTWEIGHT WITH MAGNETO.

Just the Machine—

Write for particulars to the

N.S.U.

MOTOR CO.
206 W. 76th St.
NEW YORK

WHY?

Why should you expend so much physical strength in the enjoyment of a ride on your cycle? That useless straining in the endeavor not to be done by hills, efforts which leave you exhausted at the top, and jaded at the end of the day's ride.

WHY?

Why not invest in a *light* Motorcycle which entails no physical efforts? You start away on your ride simply controlling the mechanism just as circumstances demand, taking all hills as they come, and so on right through the day, arriving at your destination fit and ready for more.

The difference is obvious.

AGENTS IN THE UNITED STATES.

Eastern New York, Northern New Jersey and Connecticut—J. F. McLaughlin, 206 West 76th St., New York City.
Western New York State—Neal, Clarke & Neal Co., 643-5 Main St., Buffalo, N. Y.
Massachusetts—The Motorcycle Specialty Co., 258 Columbus Ave., Boston.
Michigan—F. Kircherer, 206 St. Aubin Ave., Detroit, Mich.
Colorado, Wyoming and Utah—F. N. Williams, 224 16th St., Denver, Colo.
Kansas, Missouri, Iowa and Nebraska—E. M. Brotherson, 529 Joplin St., Joplin, Mo. The Sellers-Bury Co., 1207 McGee St., Kansas City. The Southside Cycle Co., 1701 S. Broadway, St. Louis.
Pennsylvania—The averford Cycle Co., 827 Arch St., Philadelphia.
Cincinnati and Suburbs—The Pickering Hardware Co., Sporting Goods Department, Cincinnati, Ohio.
Wisconsin—F. A. Bremer, 613 North Ave., Milwaukee, Wis.

ing an average of 1,500 miles to the set, 66 sets will run you over 99,000 miles, nearly 100,000 miles. Riding an average of about 10,000 miles a year, how good would a magneto be after ten years' of service, Mr. Ovington? Don't you think you would have some new magneto parts and repairs to pay for? Perhaps enough to buy batteries to run you another 50,000 miles; that is, five years more. Do you think you can use a magneto for fifteen years? Figure it out.

The following is what I would consider an ideal motorcycle:

First—A motor built on the lines of the Harley-Davidson, but with mechanical valves (I would prefer a twin cylinder of about 6 horsepower); said motor to be set in a loop of the frame and as low as possible. The above motor in my estimation is the finest riding motor made, no vibration and never gets hot.

Second—Carburetter—and good first-class float feed.

Third—Control—Double grip control on the order of the Indian, with one or two exceptions. I would want the throttle made so as to enable one to shut the gas off completely if desired; a thing that can't be done on the above machine. Then, besides controlling spark advance and exhaust valve lift with the other grip, I would suggest a small switch placed on the handle bar which could be worked by the pressure of the thumb; thus when riding down the street you have to shut off just for a moment, as often happens, all that would be necessary would be to press your thumb to the switch, which would break the circuit and you could shut off and on without touching neither throttle nor spark advance. The only time that it would be necessary to turn those off would be if the machine had lost a great deal of momentum or you had stopped altogether. I noticed a similar arrangement on a twin N. S. U. and think it is O. K.

Fourth—A good, large muffler, large enough to silence the explosions perfectly. Also cut out located near or direct on muffler, operated by foot or with lever from above.

Fifth—Frame 20 inches high, double top bar, upper bar turning down at saddle end, like new M. M. machine. Lower part of frame looped.

Sixth—Spring fork like the Sager, but somewhat heavier, especially the springs. I found the 1907 Sager too light.

Seventh—Wheels 26-inch; tires, 2½-inch.

Eighth—Wheel base 56 or 59 inches.

Ninth—Transmission—Positively belt, 1½-inch, with ball-bearing idler set as near the front pulley as possible and regulated from saddle by means of rod like on the Harley-Davidson and the Excelsior. With this arrangement you have a free engine if the belt is left loose enough.

Tenth—Band brake on the lines of the N. S. U. and perhaps a coaster brake besides.

Eleventh—Lubrication-sight drop feed.

Twelfth—Regular No. 6 cells.

Thirteenth—Large copper tanks, one set between the upper bars holding two gallons of gasoline and two quarts of oil; the other tank filling in the space between the seat post mast and the rear wheel holding batteries, coil and tools.

Fourteenth—Long, wide handle bars.

Fifteenth—Large coil spring saddle, Persons' or Brooks'.

This is my idea of a motorcycle and am ready to buy one like it immediately.

Regarding your paper, will state that I think it is immense, only we want more of it, both illustrations and reading matter; price don't count. I have every copy so far published.

Hoping that this will not take too much of your space, I remain, Respectfully, CHAS. H. DRUDE.

One of the first victims of the Milwaukee motorcycle police squad was the man who sold the city its speedometers. As he had guaranteed the accuracy of the instruments he could not dispute the one which caused his downfall, when haled into court, and paid a fine without a murmur.

Correspondence.

We want to hear from you.
This is open for others' views, and the Editor is not responsible for their way of thinking.

Chatsworth, Ill., Jan. 16, 1908.

Publisher "Motorcycle Illustrated."

Dear Sir—I have received seevral samples of your paper and now take pleasure in sending you my subscription. Enclosed find $1.00 for same and, as per offer, send me your book, "Care and Repair of Motorcycles." I am agent for the "Wagner" motorcycle and expect to receive my machine within a few months. You are publishing a nice paper. I like your correspondence department especially. I wouldn't mind to see several pages for this department every month. I hope to help in this department if I am able. Your fine illustrations could not be excelled. In closing, will ask you to send me a few samples, etc., in order to secure subscriptions.

Hoping to receive my paper regular every month, I remain, Yours truly,

JOHN C. BECKER.

New York City, December 31, 1907.

Editor "Motorcycle Illustrated,"
Wall and Broad Street, New York City.

Dear Sir—I have just purchased my first copy of "Motorcycle" and find it very interesting and instructive. Not having a permanent residence, I shall buy each month.

In looking it over I find there is a great amount of criticism about the merits of American and foreign machines.

I would like to relate a little experience I have had with an "Indian."

About the 15th of December I was called to Baltimore, Md., on business and while going down North Calvert street, I saw a motorcycle up for raffle. I took a chance, threw 46 on the dice, and being high man, I won.

As I never had run a motorcycle before Mr. A. Heim, the former owner, operated it for me on the stand. That was all the instructions I had.

On December 24th I filled my tank with one gallon of 76-degree gasoline, left Baltimore at 8 a. m. and arrived at Trenton, N. J., at 1.10 p. m., a distance of 134 miles, refilled my tank and arrived in New York City at 4.15 p. m., a distance of sixty miles, or a toltal of 194 miles in 8 hours and 25 minutes, including stops, lunch and time required in filling the tank. How is that for a beginner with an American machine?

Sincerely yours,
WM. E. SMITH,
159 East 39th Street.

Bridgeport, Conn., January 10, 1908.

Editor "The Motorcycle."

Dear Sir—I am a commercial traveler, a motorcycle "bug," and a close student of your valuable magazine. I find it very difficult, however, to buy it at news stands throughout the country. I enclose $1.00 therefore and ask you to subscribe me for one year, beginning with the February number. As you give the book, "Construction, Management and Care of Motorcycles," with a year's subscription, you may send the book at once to Bridgeport, Conn. On or about the first of each month I will notify you my address for mailing "The Motorcycle Illustrated."

My F. A. M. is No. 1192, but I think too much of your magazine to ask or expect any concessions on this account.

Only one fault (if you allow criticism) and that is there is not enough reading matter—or "ads" for that matter—in your magazine. I read and re-read every "ad" from cover to cover and then count the days until the next issue.

Wishing you success I beg to remain
Yours truly,
D. H. WEBSTER.

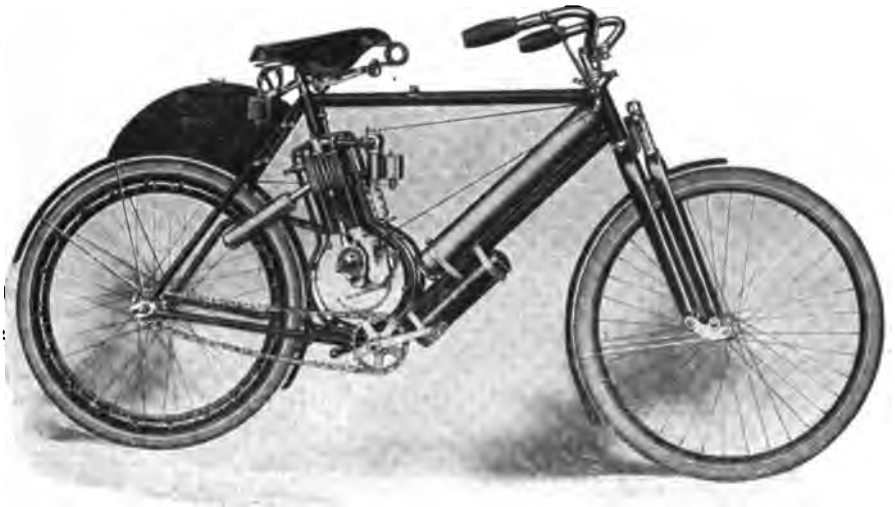
"THE FIRST BELT MACHINE

I ever have been able to sell with any real enthusiasm"

is what one dealer says of the

ROYAL

1900



1908

"It not only looks the thoroughbred, but it acts like one. I'm simply delighted with it."
Possibly we can interest you, too, if you give us even half a chance.

ROYAL MOTOR WORKS, INC. WORCESTER, MASS

THE ROYAL IS CARRIED IN NEW YORK CITY BY
NEW YORK SPORTING GOODS CO., 17 Warren Street; F.B. WIDMAYER, 2312 Broadway, New York; WILSON TRADING CO., 46 Cortlandt Street, New York; and SPORTS, LIMITED, Broadway and 71st Street, New York.

BUILT AND TESTED IN THE MOUNTAINS

America's Best Motorcycle

It is a sweeping claim but it is a machine that justifies the claim. No motorcycle incorporates more features and every feature is a useful one that must appeal to the practical man.

IN OUR

Reading Standard Bicycles

we present the most complete line ever offered to dealers or the public—standard diamond frames, two types of truss frame, large sprocket models. Not many orders can get past the up-to-the-minute Reading Standard Agent.

Reading Standard Company, - Reading, Pa.

Greenacres, Wash., Sept. 14, 1907.

Editor MOTORCYCLE ILLUSTRATED.

Dear Sir:—Am glad to see the comments on various motorcycles and suggestions for improvements. I ride an Armac, '07, but while the balance and power is O. K., the motor does not stand up to its work as it should. I have ridden my machines 1,800 miles, and parts of motor are badly worn, so that it will take $20 to $25 worth of extra parts to put it in thorough running order for 1908. The exhaust valve spring is so stiff that it wears the operating parts very fast and after a few hundred miles' run the slam of the valve as it seats can be heard a long ways. The grip control as sent out from factory was poor, but I modified mine to suit my own ideas, since which time I have had no trouble with it. I also took off the exhaust valve spring and put on a lighter one, which works just as well and is less noisy. I would like to hear from riders of other motors as to about how long their engines will stand running without repairs or renewal of parts. I have never been hung up on the road one minute on account of motor troubles, but I know of two '07 Armacs which were shipped into my territory that would not run at all until the carburettors (one a Universal and the other a Kingston) were taken off and a Hedstrom put on—although I have used both of the above-named carburettors and find the Kingston gives the best results on my machine. Now as to the points I like about the Armac: The V belt transmisison is certainly O. K. in every way; also the two-post handle bars, the hang and balance of the machine in general is perfect, and so is the battery proposition. If the Armac Company would put on a less noisy and a better motor, a more perfect control and a 6 to 1 gear ratio they would have a machine that would skin them all. Yours truly,

J. E. BATES, F. A. M. 733.

Editor "Motorcycle Illustrated,"

3 Broad Street, New York.

Dear Sir—Mr. Ovington, in reply to my letter, the same that appeared in your December issue, has certainly made a desperate attempt to plaster me good and proper with mud—the rich, creamy variety that smacks so much of Ovington. Whether or no I should answer the article appearing above his name on page 24 of your January issue has been a matter of more than serious consideration with me. That an answer is imperative, I have so decided. You will know, then, that every word contained in this answer has been carefully weighed and every statement, however startling or disconcerting it may be to Mr. Ovington, I am prepared to attest to the truth of by evidence more substantial than mere hearsay.

In the first place, I am not a jealous competitor of Mr. Ovington's. Jealousy, to my way of thinking, must be founded on something tangible. Knowing as much as I do of Mr. Ovington's affairs and his business methods, there is absolutely nothing in either to arouse within me a jealous thought; in fact, such a thing as jealousy would bring a blush, and it would not be a crimson one of pride.

In my former letter to you I repeated what I heard almost directly from within the enemy's camp; namely, that the Ovington Company had received an order from a certain American manufacturer. However, I was careful to put the statement before you and your readers merely as a rumor.

It is true that I was sued by the Ovington Company and that I lost my case. I recall vividly the circumstances attending that case. I believe I had my case won, and my belief is founded on the vigorous pounding the president of the Ovington Company received from the presiding judge in an attempt to draw from that individual an answer to a question put by my counsel. After vainly attempting to dodge the issue of that one question, the answer finally came. What that answer was and what it meant, I will not dwell upon. Mr. Ovington knows what the answer was and he also knows deep down in his heart what it means, and so do I. Then came the despicable trump card: a letter conveniently obtained a week before the trial, from one in whose charge I entrusted my business while travelling through the West and whose testimony, true or false, had sufficient weight to win or lose the case for the Ovington Company. They won. Had I known the Ovington Company would have resorted to such a subterfuge, I never would have fought the case, for that made it a losing fight for me. That the Ovington Company would use such means I might have known, for before me I have a letter, written on the Ovington Company's letter head and signed Ovington Motor Co., Earl L. Ovington, secretary and treasurer. This letter was addressed to the same one who had charge of my business during my absence from the city. Its purport was to hoodwink a certain Western manufacturer into the belief that the Ovington Motor Company did not reimburse a certain party for the privilege of being allowed to monopolize space at the Grand Central Palace Exposition in December, 1906, for which entire space this Westerner had contracted to exhibit his own machines. The Ovington Company did pay for this privilege and the amount is in the books, at present in my charge, in the handwriting of the same party whose letter lost me my case against the Ovington Company last summer. It was the old, old story of two cronies trying to square their faces, but the scheme did not pan out; the Westerner was wise, and despite the Ovington Company's elaborate explanation, their hand was called and the marked cards showed the duplicity of both. That is why I could not shake hands with one who would not play fair.

I have never blamed Mr. Ovington for talking foreign machines. Long before his entry into the game, I knew the worth of certain foreign propositions; that from certain standpoints they were superior to the American make. I do blame Mr. Ovington, however, for his relentless criticism of American machines based mainly on a comparison with the one of which his company is the agent. The sensibly thinking public is for results every time. The machine for them is the machine not necessarily decorated with frills and catchy ornamentation, but the one that will get there and come back and stand up despite adverse road conditions during the getting there and coming back process. Such machines we have in this country and they are made in this country. But all this has been threshed out before in your paper. Before dismissing the subject, I wish to say that when the machine, which the Ovington Company so highly lauded in recent notices in your own paper and elsewhere has made good through a season or two at least, then I maintain is the time to say: "We told you so" and not till then.

Mr. Ovington in his reply to the letter says he would prefer to use "wit" and "knowledge" as weapons rather than "mud." The discussion as it stands is no joke, therefore we can hardly afford to loll back in our easy office chairs and convulse our hearers and readers with brilliant flashes of humor regarding the different phases the matter has assumed. "Knowledge" is a good weapon; throughout this letter I have imparted some at least that I have at my disposal, and which would clearly seem to demonstrate that Mr. Ovington has weapons at his command other than "wit" and "knowledge" and which he has not hesitated to bring forth.

This is about all I have to say. Thanking you for your own courtesy in the matter and assuring you that I have at heart the interests of your paper and all it means for the development of motorcycle riding in this country, I beg to remain,

Yours respectfully,

GEO. V. LYONS.

Motorcycles at the Sportsman Show.

An opportunity will be given the motorcyclists of Greater New York and vicinity another chance to inspect the various makes of motorcycles before the riding season opens. Several manufacturers intend to exhibit their machines at the National Motor Boat and Sportsman Show to be held at Madison Square Garden from February 20th to March 7th, 1908. This exhibition of outdoor life should receive the hearty support of all motorcyclists.

M.M. FOR 1908

America's most perfect Motorcycle, and unquestionably the sensation of the year. It has more new features than all other makes combined.

It has unequaled power, strength beyond belief, stability that has no approach, speed that has never been equaled, endurance that knows no limit, yet has an ease of control never before attained in Motorcycle construction.

It's graceful design so pleasing to the eye, is only attained by a perfect knowledge of Motorcycle building, and use of infinite care in the selection of all parts and details, from the inception of the crude raw material to the finest finished product.

There has been sold and delivered since October 1st, 1907, to January 1st, 1908, more M. M. Motorcycles than any other two makes combined.

"There's a Reason"

Better write for details. We can handle a few more agents for 1908

AMERICAN MOTOR COMPANY

716 CENTER STREET, BROCKTON, MASS.

1904 MITCHELL.

Dear Sirs—Enclosed find photo, a motorcycle which has a short but peculiar history. The machine is as you can see a "Mitchell," mile-a-minute type with 3½ horsepower motor.

The above machine was purchased by a doctor in one of the nearby towns in the summer of 1904. It being the first motorcycle in the city, consequently drew a large crowd of spectators when the doctor took same out upon the street for his initial trial.

After he had read, carefully, directions how to operate, he mounted same and peddled off. Responding quickly to spark lever, which the yet newly-acquainted purchaser had unknowingly shoved to its farthest notch, with throttle wide open, the little machine was off with the speed of an Express Limited. To stop was out of the question, as it required both hands to hang on to the bars, and stated that the telephone poles and shade trees seemed less than a foot apart, until, alas, attempting to round a street corner to avoid demolishing a beautiful residence, he collided most unexpectedly with a large tree, which suddenly stopped the machine, but left the rider spinning through the air for several feet.

Upon colliding with said tree the machine rebounded and landed right side up against the house, with belt off, leaving motor racing at about 3,000 revolutions per minute, with no injuries to machine whatever.

Hearing the machine was for sale, owing to the fact that the better half of the doctor's family absolutely refused him to exercise the machine for fear of a fatal spin, I purchased same, and first sight of machine attracted large crowds of people upon streets here also, for it was the first machine to be seen on the streets of Sparta.

After making a few "Paul Revere" rides around here and almost fatal spills, also killing valuable dogs, owing to the speed of the machine, I shipped same to a Dakota lad, who wrote later that he was cutting the Dakota head-winds at forty miles an hour. He also stated that while once on an afternoon's spin he stopped to ask of a fellow the right direction, who said: "Why, that town is back in North Dakota." "And am I not in Dakota?" asked the rider, who was told that he was in the State of Montana. So you can reckon the speed of the machine.

Hoping the foregoing will be of news to your editorial staf, and that you will publish the same, also the photo, I am, Respectfully,

JOHN H. JONES.
Sparta, Wis.
Sincere Advocate of the Motorcycle Sport.

P. S.—Some time ago I mailed you a short sketch of my intended motorcycle trip next spring, but as yet you have never published same. J. H. J.

R. A. Mess, North Camp, Aldershot, Dec. 30, 1907.

Dear Sir—I should be obliged if you would send me a copy of "The Motorcycle Illustrated," beginning with the issue for January, to the following address: Major R. Henvey, R. F. A., North Camp, Aldershot, England.

I enclose a postal order for 5 shillings for one year's subscription and postage.

Yours faithfully,

Port Chester, N. Y., Oct. 5, 1907.

MOTORCYCLE ILLUSTRATED.

Gentlemen:—October issue at hand, and in it I note a letter from Mr. Fred Sieder in which he gives his opinion regarding the F. N., and I see that he does not agree with all that Mr. Ovington has said on the subject.

While I know nothing of the F. N., only what I have seen illustrated in your paper, still I think I can tell Mr. Sieder the reason for not using the shaft or bevel gear on the "Baby" F. N. Of course, on a multiple cylinder engine, such as the 4-cylinder, the impulses or explosions of the motor are so well balanced that a flywheel is not necessary, but on a single, in order to emplov the shaft drive, the motor would have to be placed with the crank shaft towards the rear wheel. With the large flywheels necessary in a single cylinder, thereby making a large crank case necessary, the motor placed in this side position would not only be unsightly, but also cause the machine to be poorly balanced and make it necessary to employ a control having more bends or joints than is necessary when the commutator or timer is on the side of the machine.

Regarding the two bars used to support the motor, I am sure that if Mr. Sieder will look at a picture of an F. N. Big Four, he will readily see that it would be almost impossible to mount a motor of the four-cylinder type on one bar. The two bars make the whole frame much stronger than would otherwise be the case. As regards sitting over the hot motor, will say that I rode a ——— motorcycle for two seasons and found that on a machine where the motor formed part of the frame, after running some miles, one could feel the increase in heat as the motor heated up. Sometimes the heat became so great that it was very uncomfortable.

In respect to the "reliable" single cylinder that our friend speaks of, will say that while I do not ride an F. N., and even though I can honestly say that I have always made my motor carry me home, still I can see the advantage any rider of a multiple cylinder would have should anything go wrong with one or even two cylinders. The increase in weight and fuel consumption is so small in proportion to the relief to one's mind, knowing that our destination would always be reached, on two cylinders at least, that the extra cost in tires and fuel is hardly noticeable.

If Mr. Ovington sees this letter, I would like to have him send me an F. N. catalogue. While I can say I have had satisfactory results with the one-cylinder I am now riding, wish to say that I am always interested in the "best," and one never knows how soon he may wish to make a change.

Hoping, dear editor, you will excuse a bad pen and v little time in which I have to write, and wishing your paper success, I am, Respectfully,

CLARENCE WILSON.

Modale, Iowa, December 12, 1907.

Motorcycle Pub. Co.,
New York City.

Dear Sir—Enclosed find one dollar for which renew my subscription to "The Motorcycle Illustrated" and "Construction, Management and Care of Motorcycles," as per your offer. I think your paper is the best thing a-going, except for the "Ovington Blows." I ride a 1907 M. M., which I think is the best single cylinder machine on the market. Yours,

G. W. McQUEEN.

Philadelphia, Pa., Oct. 5, 1907.

THE MOTORCYCLE ILLUSTRATED,
New York, N. Y.

Dear Sir—Enclosed please find ten cents in stamps as payment for one copy of MOTORCYCLE ILLUSTRATED for May, 1907. I have been receiving your excellent paper since January, 1906, and find it just the paper for me.

I see that Philadelphia has an agency for a four-cylinder motorcycle, the wonderful "F. N."

Yours truly,

J. HALL EBAUGH,
3741 Lancaster Avenue.

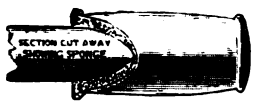
Dayton, Ohio, December 14th, 1907.

The Motorcycle Publishing Co.,
New York, N. Y.

Gentlemen—I am a subscriber of your valued publication. Will you kindly supply me with the information as to who the manufacturer of the Kingston Carburetter is and where located, as well of the Hine-Watt Motorcycle Generator and Light

Thanking you in advance for your courtesy, I am

Yours truly, R. OTTO BAUMANN.



Mattson's Cushion Grips

1908 LINE NOW READY

Special attention is directed to our *Large Heavy Cushion Wall Motorcycle Grip* (for both ⅞" and 1" bars.) The finest motor grip made. *Heavy* enough to absorb all ordinary vibration and *Long* enough to give the hands perfect comfort. Ask to see it.

Accept no substitute—there really is none, if you want the finest and most comfortable grips.

Also regular size Grips for ⅞" and 1" bars. These Grips are made of a Special Soft *Cushion* stock. They are fully covered by United States and foreign patents.

Mattson Rubber Co., Lodi, N. J

Now What on Earth

will I give her for her birthday, or what

IS THE PRIZE

to be for the card or other club event. Decide on a Water Color, Crayon or Pen Sketch neatly framed. It will sat sfy the most fastidious. References.

G. H. BARTSCH

Studio Franklin Square
Hackensack, N. J. NEW YORK

Also the N. S. U. for North New Jersey.

MOTORCYCLE SPECIALTIES

1908 Indians, Chains and Gear.
1908 Royals, Belt Driven.

Send for specialty; also motorcycle catalogues.

F. B. WIDMAYER

2312 Broadway New York City

TIGER CYCLE WORKS CO.,

782 Eighth Ave., New York City,

ANNOUNCEMENT for FEBRUARY

1908 Models of

"CURTISS" MOTORCYCLES

Ready for Delivery.

Notice:

More powerful than ever, which means still more speed. Improved to an extraordinary degree of perfection, which means Reliability and Satisfaction.

FULL STOCK OF SPARE PARTS ON HAND

No better opportunity than the present to have your machine overhauled and put in good order.

We have the men who can do it, in an expert manner.

We build machines according to your specifications.

All kinds of experiments worked out.

TIGER CYCLE WORKS CO.

782 Eighth Avenue, - - - New York City

F. A. M. OFFICIAL REPAIR SHOP.

30 CENTS PER ROLL

FOR DEVELOPING and PRINTING

The next roll of film which you wish developed and printed, instead of giving it to your local dealer, just replace it in the box in which it came, together with three dimes or other change amounting to thirty cents, and mail the package to us. WITHIN TWENTY-FOUR HOURS FROM THE TIME WE RECEIVE IT, the developed film and a print of each picture will be in the hands of the postoffice properly addressed to you.

HOW CAN WE AFFORD TO DO THIS? Because we have one of the most up-to-date developing and printing plants in America, and we have reduced the item of cost to the lowest possible figure. AND WE HAVEN'T SACRIFICED QUALITY EITHER. It makes no difference the size of your film or the number of exposures in a roll. We do such an enormous business we can afford to work on the principle of averages. YOUR films may be large and have twelve exposures to the roll, but THE OTHER FELLOW'S may be small and have only six exposures to the roll. And yet if you are the "other fellow" you can still save money by our system.

ONE TRIAL WILL CONVINCE YOU!

BOOTE BROS.

2239 Broadway, NEW YORK

ARE WE RELIABLE? The Editor of Motorcycle Illustrated thinks so, for he has made us his official photographers. We have printed most of the photos in this issue.

20th Century

CONTAINED AND SEPARATE GENERATOR
BICYCLE, MOTORCYCLE, AUTOMOBILE & BOAT LAMPS & GENERATOR.
20TH CENTURY CATALOGUES.
20TH CENTURY MFG. CO., 19 Warren St. New York.

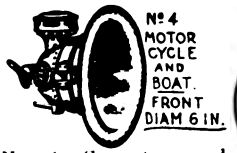
Construction the Best.

Finest Lenses.

Front diameter, 4¼ inches.

Brackets in Variety.

No. 67. SEARCH LIGHT.



No. 9 Generator used with both Nos. 4 and 67 on motorcycle.

OF INTEREST TO EVERYBODY AND THEIR FAMILIES. Chamois in practical shape. Quality and Quantity equal to the best and largest whole chamois and for general cleaning and polishing purposes. 20TH CENTURY 'RUBS" are better and at one-sixth of the cost. *Clean your Bi- and Motorcycles with them.* Price 25c.

Mesinger "CAVALRY" Motor Saddle

Free action in front suspension spring. Enables the rider to proceed at high speed over all obstructions.

The top is raised in front and back sufficient to prevent the rider from slipping forward or backward—is curled hair padded and has the form of a horseback saddle.

Length 12 inches, Width 10½ inches. Price $7.00.

H. & F. MESINGER MFG. CO.

1801-1807 FIRST AVENUE, NEW YORK

Bull Dog
MODEL B
SUSPENDERS
50¢
Sensible, Useful Gifts for the Holidays
ATTRACTIVELY PACKED IN HANDSOME SINGLE PAIR BOXES
They contain more and better rubber than any other make, have gold-gilt non-rusting metal parts and strong cord ends that cannot wear through. The new back free action permits ease and comfort no matter what position the body may assume.
They outwear three ordinary kinds, which means three times the service of usual 50 cent sorts.
The Most Comfortable Suspender Made for Man, Youth or Boy
In Light, Heavy or Extra Heavy Weights, Extra Long (No Extra Cost)
They make inexpensive gifts every man, youth or boy will gladly receive
HEWES & POTTER, Dept. , 87 Lincoln St., Boston, Mass.
Our useful BULL DOG SUSPENDER COUPLER AND CASE mailed for 10c. postage. Instructive booklet, "Style, or How to Dress Correctly," free if you mention this publication

FOR SALE -M. M. 1907 model; good as new; $140.00. Can be seen at Henry Heyers, Pacific St. and Bedford Ave., Brooklyn, N. Y.

FOR SALE -Four-cylinder motorcycle engine, in good running order. Box 159, Marshalltown, Iowa.

FOR SALE -Indian Motorcycle, 1907; good condition guaranteed. Price, $150. W. G. Ladd, Ph. G., Sandy Hill, N. Y.

WANTED—To exchange steam runabout, in fine condition, for 1907 Armac Motorcycle, or will pay cash for 1907 Armac. Address W. L. Hooker, Findley Lake, N. Y.

FOR SALE- 1906 Indian; fine condition, run only 2,595 miles. For description and price, address H. A. Anderson, 61 Chestnut St., Brattleboro, Vt.

FOR SALE—1905 Thor, like new, $95. L. Galitzki, 185 E. Vanuren St., Chicago, Ill.

FOR SALE—1907 Racycle Motorcycle; brand new; will sell at a bargain if sold soon. Address A. D. Diener, Bellefontain, O.

FOR SALE—Four horsepower motorcycle. French Aster motor, new Scheble carburretor, extra racing pulley; excellent running condition; nickel and enamel not very good; detachable tires; $90. W. A. McCartney, Texarkana, Tex.

FOR SALE—1906 Yale-California, $95; 1907 Curtiss, $110; 1906 Rambler, $60; Indian, good condition, $60; 1907 Merkel $125; 1907 M. M. $110—all in first class condition. Curtiss run 500 miles; M. M., 500; Merkel, 100. All genuine bargains. M. L. Van Keuren, 106 West St., Bradbury, Conn.

WANTED—Second-hand motorcycles for cash. What do you want? What have you for sale? Let us quote you prices on tires, etc. Motorcycle Supply Co., Hammondsport, N. Y.

"MOTORCYCLES AND HOW TO MANAGE THEM." 133-page book. Useful. Price, 50 cents a copy, or given with a year's subscription to The Motorcycle for $1.00. Address, 3 Broad street, New York.

FOR SALE—Double cylinder motorcycle engine; run on test only; 3x3¼, castings also. Photo on application. $65.00. Box 51, Highland Station, Springfield, Mass.

FOR SALE—Double cylinder six-horsepower Bradley Motorcycle. Good condition. V belt. Has long wheel base and 2½ tires. 420 North 32d street, Philadelphia, Pa.

1906 INDIAN, costing $210; in extra fine condition, having had the best of care. Guaranteed to be in perfect running order. Will sell for $125. Box 702, Brockton, Mass.

1907 READING STANDARD, 3 H. P. Used but little and in fine condition. Cost last June $225. Has had excellent care. I will sell this machine for $135. R. A. P., 1022 Warren Ave., Brockton, Mass.

WANTED—Several good motorcycles for spot cash. Box 635, Lincolnton, N. C.

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THE Motorcycle Illustrated

Devoted to the Development of Motorcycling in America

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FRANK E. DALTON ON AN N. S. U. AFFINITY CAR.

New York, Feb. 12, 1908.

Photo Editor MOTORCYCLE ILLUSTRATED.

Dear Sir:—By same mail I am sending you photo of myself and affinity in my N. S. U. twin cylinder and side-car on a run to Coney Island Christmas week.

Last year was my first at motorcycling, and I entered all our club events and the F. A. M. endurance contest to Providence.

Your paper has been a regular treat to me, and the only complaint I have to make is that your paper should be issued weekly instead of monthly.

I find that motorcycling is twice as pleasant with an affinity, and I advise all motorcyclists to follow my lead and allow their lady friends to share their pleasure on the motorcycle.

Wishing you continued success, as your paper deserves, I am,

Very truly yours,
FRANK E. DALTON,
1st Lieut. N. Y. Motorcycle Club.

F. A. M. 1095.

Northport, L. I., Feb. 19, 1908.

MOTORCYCLE PUBLISHING CO.,

Gentlemen—Please send me your paper one year more; it is all O. K. Do not let my name get off your mailing list. Enclosed find renewal.

I am, Yours, C. LUDLOW.

Fairdale, N. D., Feb. 1, 1908.

MOTORCYCLE MAGAZINE,
Drexel Bldg.,
New York City.

Gentlemen—Enclosed please find money order for $1.00 to renew my subscription to the Motorcycle Magazine. My subscription run out in December and I want the back number for January. I have enjoyed your magazine very much the past year and would not be without it at twice the price.

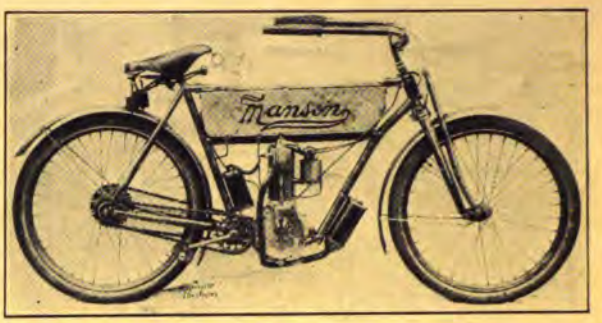
Respectfully, P. R. JOHNSON.

Shanesville, O., Feb. 19, 1908.

THE MOTORCYCLE ILLUSTRATED.

Dear Sir—Long live THE MOTORCYCLE ILLUSTRATED. Here find $1.00 to help its living along for a year, beginning with March issue, and "How to Manage Motorcycles." I am tired of my pedaling bicycle and shall see it in its grave before long. As I am a novice motorcyclist, will say you can forward either one—"How to Manag Motorcycles" or the Keller "Construction, Management and Care of Motorcycles," which one you think the best for beginners, as premium with MOTORCYCLE ILLUSTRATED.

Yours truly,
H. J. BLICKENSDERFER.



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MR. AND MRS. W. A. ESTES ON THEIR M. M. TRI-CAR.

Waltham, Mass., Feb. 17, 1908.

Photo Editor Motorcycle Illustrated.

In the enclosed picture you see W. A. Estes, president of the Waltham Autocycle Club, and wife, starting out for an early morning spin on their Marsh-Metz tri-car. I enter this print in your contest for photo prizes.

I had my tri-car last spring and found no trouble going anywhere with it the boys could go with their regular motorcycles. This season I shall attach it to my new twin-cylinder M. M. machine.

I have belonged to the N. A. M. for three years, and find the Motorcycle Illustrated one of the best motorcycle papers out. Find a great deal of interesting news in it.

Very truly yours,

W. A. Estes.

Editorial

RIGHT days are ahead for the makers of motorcycles. The little brother has come into its own. And the depression in business that has injured other lines of trade has redounded to the benefit of the motorcycle.

Many a man with an automobile appetite will get on the water wagon in the shape of the economical two-wheeler, and if he wants to take his better half he need only add another wheel to make the tri-car built for two.

Motorcycles that a year ago were relegated to the rear in auto and sportsman's shows are now being sought by the management of these affairs as a drawing feature, and the interest shown in those exhibits only go to show that the motorcycle is being taken seriously as a means of business utility and economic transportation.

THE MOTORCYCLE ILLUSTRATED is not a trade journal in the general sense of the word, but more of a journal of the sport of motorcycling for the riders of these machines.

Our columns are open to our readers that they may make known their wants, describe their experiences and to make suggestions for the good of the sport.

When the dreary days are here and the motorcycle is stored away, clubs should be formed and the social life made manifest by gatherings of kindred spirits who will push along the gospel of the open air.

FORM NEW MOTORCYCLE UNION.

The Western Motorcycle Union was formed by a dozen representatives of manufacturers, dealers and individual riders at a meeting of the Chicago Automobile Club. After an enthusiastic discussion of affairs relating to the two-wheel vehicle the organizers decided to form a central western body to promote contests of various sorts and to exercise controlling functions in race meets, but in all things to abide by the rules and regulations laid down by the F. A. M.

John R. Ball, of the Merkel Motor Company of Milwaukee, was selected as temporary chairman. He appointed Messrs. L. C. Boardman, John T. Fisher and I. H. Whipple a committee to draft a constitution and by-laws to be presented at the next meeting, March 6, to be held in Chicago.

Those present at the meeting were: John R. Ball, Milwaukee; C. H. Lang, J. S. Woodworth, Edward Landgraf, H. G. Hortenstein, C. D. Wight, W. D. Rockwell, Paul Cooke, John T. Fisher, H. H. Thorp, L. C. Boardman, I. H. Whipple and I. F. Alofsin.

THE LEADING MOTORCYCLE CITY.

The Los Angeles Times, in a recent statement showing the enthusiasm for motorcycles that exists in that city, makes the extraordinary announcement that there are 3,000 motorcycle owners in that city. A well-posted Eastern manufacturer of motorcycles, to whom the Times' story was shown, said that though the statement seemed large, he had no reason to doubt its truth. "Los Angeles is unquestionably," said this gentleman, "the greatest motorcycle city in the United States, and it is probable that there are more machines there than in any other city in the world. And next in order in this respect comes San Francisco. The reason is not hard to find. The Pacific Coast is the wheelman's delight, with a season that literally lasts the year around. There are more bicycles in California cities, in proportion to their size, than in any other American cities, and more interest in cycling events. The various wheelmen of the State are enrolled in organizations that wage a never-ending series of contests for supremacy, and the papers of the coast are liberal supporters of the game. For years we have regarded the far West as a most desirable region for the marketing of motorcycles and bicycles as well, and instead of supplying the demand, the calls for machines grows stronger each year. The San Francisco disaster destroyed thousands of bicycles, together with every other sort of wheel transportation, and it took many carloads of bicycles simply to replace the loss that had been incurred. In addition to that, the recent extraordinary increase in cycling interest shown in the East is more than dnplicated throughout the West."

One industry which was scarcely scathed by the late financial flurry was the production of bicycles and motorcycles. In fact, there is every reason for believing that the extraordinary sales of last year will not only be duplicated, but in all probability will be exceeded. The sales manager for a leading Eastern factory, who has just visited every bicycle jobber in Chicago, says that every one with whom he talked expressed highly optimistic ideas about the coming season. "It certainly looks," he said, "as though the calamity howl is fast fading into the distance, and personally I believe they will all enjoy big business. This warm weather has brought out a great number of people interested in motorcycling, and Chicago agents and dealers are getting inquiries for new models right along. This is also a good sign of what is to follow as soon as the season is far enough advanced."

SADDLES FOR MOTORCYCLES.

The board has overruled a protest filed by R. F. Downing & Co., New York, concerning the rate of duty to apply to saddles for motorcycles. It was alleged by the protestants that the articles should be classified as manufactures of leather with duty at the rate of 35 per cent. On the other hand, the Custom House authorities claimed that the component of chief value is metal, and hence that the articles should pay 45 per cent.

MOTOR IN BUGGY SHAFTS.

Phoenician Finds Out What the Machines Are Good For.

Some people have an idea that a motorcycle is of no earthly use for any purpose except to spin through busy city streets, leave a most offensive smell behind and scare the timid pedestrian into fits. But they are of some good after all. Like the automobile, which at first was thought to be only a toy and a general nuisance, they have a mission in this world.

It has remained for a Phoenix boy, Clyde Blaine, to find this out, and he picked out Christmas day to make his first demonstration. He has proved that a motorcycle is just as good as a horse—when it isn't broken down.

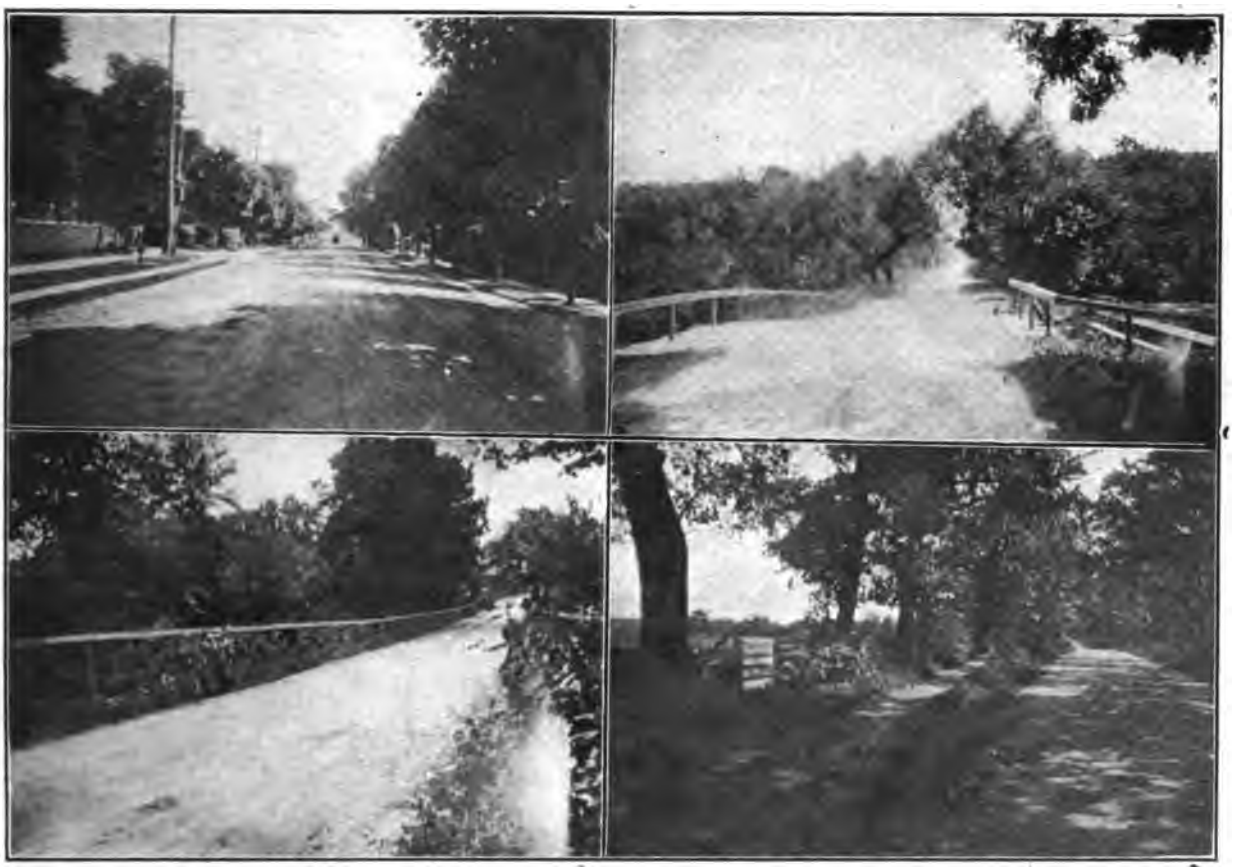
Blaine lives at 905 West Jefferson street and yesterday afternoon he casually offered to take Frank Shotwell, a young man who rooms at the Blaine home, out buggy riding, with his motorcycle as the motive power. Shotwell was skeptical and asked if he might take a young lady along too. This suited Blaine, and after procuring a buggy and tying the machine between the shafts, they started for her home on North Second street. The scheme worked fine. Shotwell was taken along almost as fast as the driver of Dan Patch is in the habit of traveling.

The young lady was at first rather afraid of the odd looking outfit, but Mr. Shotwell overcame her fears by telling her of the glorious ride he had had. Finally she consented to ride as far as the Blaine house, but she would not promise to go back in the same manner.

Everything went well until Blaine saw the crowd of loafers in front of the Adams hotel, many of whom were acquainted with Shotwell and the young lady. He thought that it would be a fine place for a breakdown and sure enough the motorcycle did give a cough or two and stop. Blaine was the cause of it all, but he didn't say so.

BABYLON, L. I., GOING EAST.
Note the Side Path and Smooth Road Surface.

GREAT RIVER, L. I., GOING EAST.
Notice How White the Shell Road Is.



MASTIC, L. I., GOING WEST.
My Machine is Leaning Against the Fence.

OAKDALE, L. I., GOING EAST.
Certainly a Dream to Ride Along Here in the Summer Time.

When he thought that Shotwell had been tormented enough Blaine found out what was the matter and started up again. But when he got to the corner of First avenue and Washington street he noticed that the motorcycle and buggy were the center of the gaze of the people listening to the Industrial Liberty Band on the Court House plaza. Another breakdown. It was an agonizing time for Shotwell and his fair companion, but Blaine enjoyed it hugely.

The next breakdown was in front of the Ford hotel, but this time there really was something the matter with the machine. It was no man-made breakdown, but the real article. It took longer to

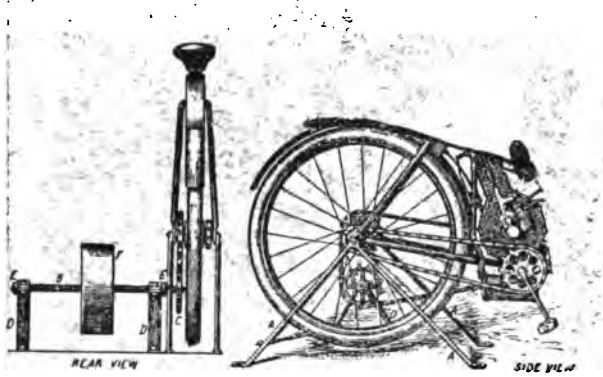
fix this one, but finally everything was all right again and the rest of the journey was made without mishap.

There is only one drawback to Blaine's discovery. Whenever a young man takes a lady out driving he doesn't want any motorcycle in the shafts, for that takes a man to run it. He wants a horse, for dumb brutes tell no tales.

USING MOTORCYCLES FOR SHOP POWER.

A motorcycle may be rigged up to run shop machinery with excellent results. The motorcycle will provide as much power as a three-horsepower gasoline engine and is not at all injured for use on the road by putting it to this purpose.

The arrangement is very simple. Make a stand, to raise the wheel from the floor. Block the front wheel with a block on each side of the wheel, one in front and one at the rear. For the rear axle make a stand, and screw it fast to the floor. Make a small shaft and fasten in the end of it a 20-tooth, 1¼-inch sprocket. Have it flush. Make journals or bearings, to hold the shaft and use collars, to keep it in place. Set this directly under the large sprocket of the rear wheel of the motorcycle, fasten it there, and get a chain long enough to reach all the way around. Make the pulley 6x3 or 4x3, of whatever speed desired, and put in place. Set the machine upstairs or down, as desired, and run the belt from the spark shaft to the line shaft. Fill the bicycle tank, which holds one gallon of gasoline, sufficient for 100 miles' run at a cost of about



14 cents. It is not necessary to keep gasoline in storage, as when riding to and from the shop one may have the tank filled at a store.—*Sporting Goods Review.*

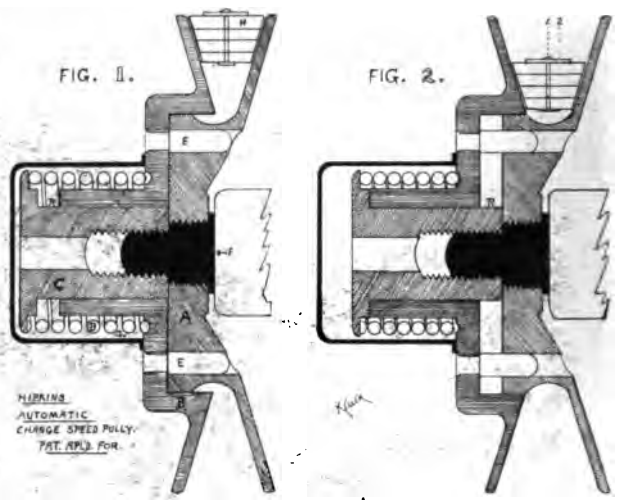
A NEW VARIABLE GEAR.

A new motorcycle changing device for use on motorcycles using a V belt drive has recently been put on the market. It is called the Hopkins Automatic change speed pulley, and the Advance Sales Co., of St. Paul, Minn., are the sole distributers.

This device has been tried out thoroughly for over four months, and it has proven itself so satisfactory that the Advance Sales Co. feel sure that an enthusiastic welcome will be given the new device.

The new gear is simplicity itself, and although any gear from 4¼ to 6½ to one is obtainable, there are only four parts to the gear besides guide studs and a light steel housing to keep the spring free from dust.

The parts of the gear are:
A—Stationary half of pulley.
B—Sliding half of pulley.
C—Spring stop and locknut for "A."
D—Spring.
E—Steel guide studs.
B G—Dust cover.



Normally, when on good level roads the belt is in the position shown in Fig. 1, but when a hill is encountered the additional tension on the belt causes the movable half of the pulley B to slide outward against the tension of the spring D, allowing the belt to drop lower in the groove, as shown in Fig. 2. When the top of the hill is reached or when the load of the motor is lessened the spring D forces the pulley side B toward A and the gear ratio lowers to about 4¼ to 1.

The gear is entirely automatic, the load on the motor changing the gear with no thought on the rider's part, and a light ball-bearing idler takes up any sack of the belt. When the machine is to be started the gear drops to the low automatically and when the motor takes up the load the gear raises to the high, so easy starting is assured.

Besides the various gears automatically obtained, three stationary gears may be had by inserting two ⅛-inch rings in R, Fig. 1, for the high; two rings at R, Fig. 11, for the low, and one ring at R, Fig. 1, and one at R, Fig. 2, for an intermediate gear of about 5⅜ to 1.

The gear only weighs four pounds complete and is scarcely 1¼ inches wider than the ordinary pulley. This gear can be fitted without any change to the following machines now on the American market: N. S. U., Royal, Armac, Minerva, Peuget, Curtis, Wagner, Thiem and others. Any machine can be fitted with this gear with more or less change to the machine and the Advance Sales Co. will readily give further particulars to interested persons.

Mr. and Mrs. Lauer on their Armac.

Rochester, N. Y., Feb. 20, 1908.

THE MOTORCYCLE ILLUSTRATED.

Dear Sir:—Enclosed find picture of myself and wife on the Armac motorcycle. Would say when I first received machine I was in doubt whether my wife would enjoy it, but was not in doubt very long, for the first day out we rode over seventy miles, and every Sunday thereafter when weather permitted. It is only a matter of acquainting the

ladies with the pelasure of ridng a tandem and then they will be more numerous.

Also wish to state that we rode the Armac with tandem over three thousand miles and not a breakdown. Took the trip from Rochester to Syracuse, which is the worse road in the State, without touching the engine—only had one puncture.

Yours truly,

J. A. LAUER.

BUY MOTORCYCLES FOR PASADENA POLICE.

Activity of Thieves Causes Commissioners to See Need of Machines.

Fleet-footed thieves will have to go some to escape from the bluecoats of Chief of Police Favour, for in response to the chief's appeal, the city commissioner this afternoon voted to purchase two Reading Standard motorcycles for $475 for the use of the police force. This added equipment will permit the police to reach the most distant outlying points in the city at any hour within a few minutes. The chief also submitted to the commissioners recommendations covering the expenditure of the allowance of $20,000 for the maintenance of the department during the ensuing fiscal year. He took occasion to commend the officers for their efficiency, and asked permission to be permitted to personally regulate certain salaries.

The advisability of establishing a motorcycle section of the endurance run of the Bay State Automobile Association is being advocated by a host of motorcyclists of Boston and vicinity. They see in the run an opportunity to advance the cause of motorcycling, and the fact that there are hundreds in this section makes it worth while considering.

Already a sufficient number of entries have been promised the association if it will provide such a class, and it is more than likely that the committee will consider the matter at its next meeting. Mr. Marsh, of the American Motor Company, is a strong advocate of such a move, and said he was sure such a class would be eminently successful. Since he established his Boston branch he has seen sufficient to warrant him in the belief that the coming season will be the best the motorcyclists have experienced, even the weather conditions having had no ill effect upon the enthusiasm of those who ride the little machines.

BEER TO EAT.

Captain Bigelow of Yale was talking about an applicant for the football team.

"He will never make a football player," said Captain Biglow. "He is as different from a football player as a bottle of brown fluid I beheld last summer was different from beer.

"A man with a motorcycle stopped at a mountain inn where I was lunching one sultry afternoon and asked for a bottle of beer. The landlord took from a sunny shelf a bottle hung with cobwebs. He dusted it and set it before the cyclist with a flourish.

"'You'll find this the best Milwaukee, sir,' he said.

"The cyclist opened the bottle, poured a little into a glass and frowned.

"'Landlord,' he said, 'this is very thick and muddy beer.'

"The landlord lifted the glass and looked at it. He tilted it from side to side. It was so thick and muddy that it would scarcely spill.

"'It's the thunder,' he muttered; "it's the thunder that has done this.'

"'Well, thunder or no thunder, I can't drink it,' said the motorcyclist. 'But I'll tell you what you might do. You might just put it in a paper bag for me, and I'll eat it on my way home.'"—Washinton Star.

SOME MOTORCYCLING EXTRAORDINARY.

M. B. Rice and wife, of Los Angeles, reached San Francisco a few days ago, after a somewhat remarkable motorcycle ride. The tourists used a two-seated machine, which doubtless received the most vigorous test ever given to a motorcycle. Mr. Rice weighs 175 pounds and Mrs. Rice 145 pounds. Adding the baggage and other paraphenalia, the total weight of machine and load was 650 pounds. The cushion forks were subjected to an especially heavy strain, as Rice carried a suit case weighing 25 pounds on the handlebars. The engine caused absolutely no trouble, and every hill on the route was taken mounted. Mr. Rice fitted his motorcycle before starting with a gear changing device, and claims that it was a great help in hill climbing. The actual running time of the trip was less than five days.

A Sunday's Run.

BY WILLIAM F. POWELL.

IT was 5 a. m. Sunday when I mounted my motorcycle and motored "quietly" through the streets of Georgetown, creating no little excitement, for all is very still at that hour, especially in Georgetown. Heads were thrust from windows, and above that "quiet" exhaust from my benzine bike could be heard "only Bill on that infernal automobile bicycle" and then—silence. The town went back to bed, and I sped on into Washington to the home of my friend.

The day before Willard and myself had been busy at the shop getting into condition. We studied the weather and planned our course despite the hard rain. It had been raining for two days previous, and it looked as though it would be equally disagreeable Sunday, but at the eleventh hour the rain ceased, and we decided to start for Frederick, Md., in the morning. My friend, by the way, is a regular fiend for motorcycles, he having prevailed upon me to undertake the trip, regardless of my protests and the withdrawal of several who were to accompany us. His eloquent persuasions and conducive manner brought me out at this ungodly hour; and on Sunday when the ecclesiastics rule with iron hand.

At 6 we pulled up stakes, turned on the gasoline and advanced the spark with the machines headed for Norbeck, just beyond the district line. We rushed along Brightwood avenue, raced a trolley car along that boulevard, licked it, of course, and in a short time we had to look to the rear for Washington. We were encouraged by the condition of the road, considering the rain heretofore mentioned, but forgot that we were on macadam. We struck the "dirt" road while we were engrossed in conversation pertaining to the splendid condi-

ROAD FROM OLNEY TO LAYTONSVILLE.

tion of the avenue, and to say that we were thunderstruck wouldn't begin it. We picked our way beyond Olney, where we were up against the toughest strip of cleared ground called a road that I ever traversed. Often times we rushed a pool of water and mud, and passed through safely, and more often we were brought to a stop in the center where the machine slowly sank until the hubs were covered. Forced to dismount in the midst of such "pleasant" surroundings, we reached out our helping hands and dragged the machines to the firm land, thereby saving them from a watery grave.

"RECEPTION COMMITTEE," LAYTONSVILLE.

I suppose we did this hero act at least four times along that road to Laytonsville. Here we were very cordially received by the townspeople, all smiles, by the way, and occasionally someone's mouth would fly open to ask about the road. We looked very little and talked much less, and as soon as we could get our supply of gasoline we left town.

The distance between Washington and Laytonsville is about 30 miles, and it took us just three hours to cover it. That isn't moving very fast, but we were far from being discouraged; in fact, both enjoyed it. The machines will have to vouch for themselves, for they didn't say a word to me about it, though my Crouch would let out an occasional "roar" and race into another pool, and then try its best to "throw" me in its midst.

The road at the juncture was in much better shape, and we were able to hit up to about 20 miles per hour and ride comfortably. I was leading on the Crouch, with Willard on his Indian following as close as he dare because of the mud, sticks and stones my rear wheel was throwing. We stopped for a photograph now and then, and to inquire as to our whereabouts. As the road improved, so we improved in speed, and to save time, instead of dismounting to make inquiries, I put the questions to the passersby, and my friend would come along just in time to get the answer. (Going some.) Saved a great deal of time and useful energy that would otherwise be wasted in dismounting and mounting again. We were nearing the Monocacy river now, and rushed on at this breakneck speed, and down grade to that stream. We were upon it before we realized it, and the turn in the road being too short, we missed the bridge My front wheel struck the water with great force—

in fact with such force as to part the waters of this young Amazon (just as Moses did with the Read Sea for the children of Israel, exactly) and permit Willard and myself to pass through and land safely on the opposite shore before the angry waters closed in. Of course, it is to be remembered

BRADDOCK HEIGHTS.
Looking Down Valley to Frederick, Md.

that we were moving very fast—very fast. (Strange to say, my friend had no recollection of this.) Well, after passing the stream, we were upon one of the finest roads in the State of Maryland. Newly macadamized and the rain and sun had put it in great shape. You can bet it did not take long to cover the 9 miles of it, landing us within the walls of Frederick. It was now 11 o'clock and we had covered only 60 miles.

Warm and a little tired, we stopped in a drug store for "soda" and souvenir postals.

We made a hasty examination of our machines and ourselves as well, and passed on through Frederick to Braddock Heights. From Frederick to the Heights, a distance of 5 miles and a gradual ascent, we "took chunks out of the road," overtaking the trolley car which left Frederick ahead of us and landing in the clouds with it, the trolley route being 4 miles. Willard lead on his Indian up this mountain, and the Crouch followed close, doing good work in ascending, handicapped by a stop to repair a broken battery connection.

At the Heights we were met by some young ladies, friends of Willards, and if either was tired or discouraged we forget it all.

And now the return. We stopped part way down the mountain and looked for the spring from which General Braddock is said to have taken a drink. We scoured the woods, and found a pump which served our purpose. The spring is there yet; we haven't seen it. We stopped in Frederick long enough to pay 30 cents per gallon for gasoline and get a meal. It was cooked by a Dutchman, and it certainly touched the spot. We launched out on that 9 miles of pike with a little breeze behind us. It was the least bit down grade toward the Monocacy river, and maybe we didn't move. To say that we rode fast wouldn't begin to express it, for we fairly sailed, and my Crouch never behaved better. At the end of the stretch Willard informed me that his speedometer registered 45 miles per hour at various points. Then you should have seen my Crouch throw out its chest and invite Mr. Indian to look him over.

We pushed on toward Kempton, and found the roads in better condition, having had a chance to dry. At one point near Kempton we were on the crest of a hill, and two hills beyond us we caught sight of a farmer getting out of his rig to hold his horse. We were yet half a mile from him, but he held that horse, and long after we had passed and as far as we could see he was still holding it. This same incident further on, only the young lady and another—evidently the mother—climbed a 20-foot embankment, leaving their horse with a 15-year-older. I don't believe the horse as much as noticed us, for he gave no signs of it, while, on the other hand, we were prepared to see a runaway.

Beyond Kempton we lost our way by rushing in on the wrong road at a fork.

This carried us about 12 miles out of our way—and that road! It had dried hard and rough (red clay, by the way) and wheel tracks were all over it. More than once did I lose control of my machine, and after cutting a figure "eight" I would land on the embankment, which loomed up on either side, with Willard on top of me. If either had been affected with indigestion, as a result of our Frederick meal, we were cured then and there all right.

Back on our course, we soon reached Laytonsville, where we were met by even a larger crowd than on our trip out. Usual smiles, and "How's the road?" Up to this point we had little or no trouble with the machines, aside from the Indian picking up all the pins and tacks that it came in contact with, causing delays to repair punctures, and broken battery connections with the Crouch. Before we reached Olney, however, the Indian took on two more punctures within a mile, and the Crouch lost its platinum point.

Surviving these, the motors limped into Washington at dusk, and then the Indian took a notion to lose its muffler.

We were both tired and hungry and dirty. The

INDIAN REPAIRING PUNCTURES.
Note Tires—Goodyear.

color of our clothing could not be seen owing to the mud which was "caked" on.

In conclusion, I might say that we were pleased with the trip, and often talk it over with those who "backed out." The Crouch certainly behaved well, and the Indian lived up to its reputation.

Elementary Lessons in Electricity and Magnetism

BY EARLE L. OVINGTON.

WHEN we define the word *force* in the physical sense, we state it is that which produces motion, or tends to produce motion, or produces a change of motion or matter. Thus it is necessary to apply force to an object in order to make it move, or if it is moving it is necessary to apply force in order to produce rest. If a body is moving and we wish to increase its velocity, we must apply force, and likewise if we wish to reduce its velocity we must again apply force.

There are different kinds of force. Thus, we have the *force of gravitation* by virtue of which all bodies free to move will fall towards the center of the earth. We have *muscular force* which is the force exerted by a man walking. We have *mechanical force* which is the force exerted by an engine pulling a train of cars. We have a *chemical force* which is evident when we explode gun powder. We have *electro motive force* which produces or tends to produce a flow of electricity, and we have *magneto motive force* which sets up magnetic lines in the case of a magnet.

While we are on the definitions of physical units I should like to explain clearly the difference between *mass* and *weight*. The mass of a body is the actual quantity of matter that it contains, while the weight of a body is due to the action of the force of gravity which tends to pull the body towards the center of the earth. The mass of a body is constant at all times and under all conditions, provided the body itself does not change, but the weight may vary. Thus, we state a certain mass weighs a pound. Strictly speaking, we mean that this mass weighs a pound under certain conditions. On the surface of the earth, for instance. Above or below the surface the body weighs less than a pound.

In defining the term *work* we state that it is a force acting through space. In other words, work is done when a force overcomes a resistance. Now the unit in which work is measured is called the foot pound and is the amount of work performed when we move one pound against the action of gravity one foot.

It is not always the case that work is done when a force is exerted. Thus you may walk up to the side of a building and press against it. You are exerting a force, but you are doing no work, as you are not producing a motion or overcoming a resistance. If, on the other hand, you lift a flat iron from the floor to the table you are doing work because you overcome a resistance and produce motion. The amount of work that you do will be proportional to the height you raise the mass and proportional to its weight. Thus, if the mass weighs five pounds and you lift it four feet you have performed 20 foot pounds of work. You would perform the same amount of work if you raise ten pounds a distance of two feet, or two pounds a distance of ten feet.

Power is defined as the rate at which work is done and is entirely independent of the amount of work done. In other words, power is the rate of work, and this, of course, brings in the element of time. Thus, if we divide work by time—that is, foot pounds by time—we obtain as a result foot pounds for a unit of time. Let us say, for instance, that it requires two minutes for a particular steam engine to raise an elevator one hundred feet. If we find an engine that will do the same work in one minute, we say that this engine is twice as powerful than the first one. What we really mean is that it is capable of performing the same work in half the time, or twice the amount of work in the same time. In other words, we say its power is greater. For convenience the mechanical unit of power is called horsepower.

One mechanical horsepower is 33,000 foot pounds per minute, or dividing by sixty seconds in a minute, we have 550 pounds per second. This means that if we raise 550 pounds one foot in one second we have employed one horsepower of mechanical energy.

In the case of the steam engine it is comparatively easy to obtain the horsepower using the following formula: $H.P. = \frac{Plan}{13{,}000}$. Where P equals the mean effective pressure in pounds of the steam, L equals the length of the stroke in feet. A equals the area of piston head in square inches, while N equals the number of strokes per minute —that is, twice the number of revolutions.

In the case of a gasolene motor the above figures would be hard to get, and other methods are used

to compute the horsepower. Based on certain figures found to be good practice, the horsepower of a gasolene engine may be obtained by the following formula: $H.P. = \frac{NB^2SR}{13,000}$. Where N equals the number of cylinders, R the number of revolutions of the engine, B the bore of the cylinder in inches, S the stroke in inches.

It is essential that the student recognize the difference between energy, force, work and power. Energy is the capacity to do work, or you might say the ability to do work. Force is that which produces motion, tends to produce motion or a change of motion and must act through a distance in order to do work. Work is done when energy is expended—that is, when force overcomes resistance. Power is simply the rate at which work is done.

As stated before, the volt in electricity is the unit of pressure or electro motive force, the ampere is the unit of current, and the ohm is the unit of electrical resistance. When we come to measure electrical power we make us of the term, watt, and a watt is a volt times an ampere. Thus, if we know that a certain incandescent lamp runs on 110 volts circuit and takes half an ampere, we know that this lamp uses 55 watts, which means that energy is expended at that rate to keep the lamp burning. Now a watt being a unit of power and the horsepower also being a unit of power, one should be convertible into the other, and this we find is the case. Thus, 746 watts equal 1 horsepower. If, as we found above, an incandescent lamp on 110 volts takes one-half an ampere—that is, 55 watts—ten lamps would take 550 watts, and if there are 746 watts in 1 horsepower, divide 550 by 746 and find that it takes almost 7½ horsepower to light the ten lamps. When the number of watts used becomes large, the unit called a kilowatt is employed and simply means 1,000 watts. The kilowatt is about one and one-third times as large as the horsepower, which we stated before is 746 watts.

If you use electric lights your bill will be rendered as so much per watt hour or per kilo watt hour, which simply means that they have measured the number of watts you have used and multiplied it by the length of time you have used it. A watt meter is the device which automatically gives this result.

I know some of you will find the above reading, but in order to understand anything at all about electricity it is necessary that the above simple units be thoroughly understood. These units are constantly met with in the most elementary lessons in applied science, and should be mastered by every student at the beginning of his studies.

THE MOTORCYCLE TIRE.

By MATT. COLLINS.

THE tire is one of the costliest parts of a motorcycle equipment, and the one subjected to the most abuse and minimum care. The ordinary mortal who owns a two-wheeler gives not one-tenth as much care to the tire as he does to the motor, and yet each plays its particular part, and without one the other is practically useless.

Because a tire is rubber and has no working parts to get out of adjustment, it is unmolested, and generally partly inflated so that whenever it encounters an obstacle in the road the shoe is jammed against the rim, the fabric is scored and eventually the inevitable happens—a blow-out or rim-cut.

But this is not likely to happen so often as formerly, as within the last couple of years tires are being made larger with broader and thicker tread and will withstand much abuse, as they present more surface that is not volunerable—that is, not directly in line with the inner tube, and their heavier treads are proof against things that ordinarily proved fatal to smaller tires.

It is not the ordinary running about town, on pavements, which does the most damage, but touring on all kinds of roads. On the pavement a partly deflated tire is a good preventative of sideslip, but it must be fully inflated to withstand the obstalces and indentions of the country road; and by fully inflated I mean that a tire must stand up full and round under pressure of the load.

A pneumatic motorcycle tire has four components, viz.: Rim, shoe or envelope, inner tube and valve.

The rim is made of steel and has inturned edges to clinch the shoe.

The shoe is composed of a number of layers of fabric with a covering of india rubber. Rubber alone would be too elastic, and when blown up would expand in all directions. Sulphur is also used liberally in the rubber as a preservative.

The inner tube is also of india rubber and has a non-return air valve. It is elastic and will expand under pressure.

The above constitutes the motorcycle tire, and when it is taken into consideration, the different parts look mighty weak for the work they have to perform. But they are well built and they are not weak, as supposed, and will give efficient service if properly inflated and cared for.

And yet some authorities contend that tires should not be inflated too hard except when high speed is to be maintained for some time; as when, under those circumstances, a tire is partly deflated the higher speed attained, the more heat is contracted by the tire because of its wider spread on the road surface, and therefore also a loss of motive power.

Then, again, with tires partly deflated, the walls are bent sharply and this excessive motion will generate heat and the usual wear can only weaken the tire at the line of contraction and expansion, which follows about the entire circumference. And heat is the bug-bear of tires used for speed. Compressed air in motion is a great generator of heat. The faster the speed the greater the heat; the greater the heat the more strain on the tire; the larger the tire the less the increase of heat and strain; and the faster the speed the greater the load per tire.

On the other hand, when a moderate speed only is desired, the tractive effort will be greater with a partly deflated tire, as the efficiency of tires in relation to tractive effort depends upon their spreading, to a certain limit, upon the surface of contact.

When used on a smooth, hard road surface, as a track, for instance, a well inflated tire increases the resiliency, and resiliency means speed with less motive power; while if used on a soft, ordinary road, it decreases the resiliency, due to the indention it makes on the road and the reduction of tractive effort.

Therefore, a partly deflated tire used on a soft, ordinary road increases its resiliency because of the slight indention it makes and the increase of tractive effort, and acts precisely the same on a soft road surface as a well inflated tire does on a hard smooth surface.

As an experiment, take a wheel from your machine, with tire well inflated, and [illegible] ground. Then partly deflat[illegible] soft ground. The rebound of the [illegible] stances will be about the same [illegible] will not bounce as well on soft ground, nor the soft tire on hard ground as on soft ground.

The more resilient a tire is the less motive power, is lost by friction. Power expended in compressing the tire in front as it comes in contact with the road, and power given out again behind as the tire leaves the road. The difference between the power expended in front and the power given out behind represents the power required to drive the tire, or the amount lost by friction.

The question is thus brought down as to whether you desire to sacrifice your tires for more power resiliency and easy riding qualities, or whether you prefer to husband them and not the [illegible] standing.

[illegible] WILLMAN, SEC'Y F. A. M., WITH TRI-CAR.

[illegible] 1906 fore-car attached to Curtiss double cylinder motorcycle was on October 27, 1906. This trip was from Brooklyn to Newburg via Fishkill Landing. In the evening we met the New York Motorcycle Club on their annual trip to Newburg by steamboat. The following day we rode to Brooklyn via Tuxedo, Hackensack, Weehawken and New

York. During 1906 we took only about three trips, but in 1907 we started in by riding through the New York and Brooklyn Motorcycle Club's Spring Century on May 5 from Brooklyn to Patchogue. In 1906 our tri-car did not have a two-speed gear attached, but in 1907 we had the N. S. U. two-speed gear., and from the results obtained I do not think I would have a tri-car again without a two-speed gear. During 1907 we traveled over 2,800 miles in our tri-car and rode in five States.

For this year we expect to do more mileage than last year, and expect our first trip will be in the double century of the New York Motorcycle Club. H. J. WEHMAN.

New York, Feb. 18, 1908.

Editor MOTORCYCLE ILLUSTRATED.
5 Broad Street, New York City.

Dear Sir:—I cannot allow Mr. Charles H. Drude's letter of the February issue to pass without criticism. He mentions my name in his letter and calls upon me to answer several of his remarks.

Mr. Drude states that he cannot agree that the foreigners are ahead of us in *even one single point.* Will Mr. Drude kindly inform me then why is it that the American manufacturers who have recently brought out new models have copied foreign practice and departed from established American practice. Just compare some of the machines that have come on the market for the first time during 1908 with the foreign models, such as distributed in the English magazine *Motorcycle*, and if they are not very similar I am very much mistaken.

Mr. Drude stated in his letter that a 5-horsepower American machine showed the way to a 14-horsepower foreign machine. I wish to call Mr. Drude's attention to the fact that the 14-horsepower foreign machine he mentioned holds the world's record, and *it has never been beaten by any machine,* American or foreign. Mr. Drude is not well informed on this subject evidently.

Mr. Drude also states that an American machine won the economy contest. I again beg to remind Mr. Drude that although the American machine won in the single cylinder class, my 4-cylinder F. N. won in the multi-cylinder class, and this in competition with a large number of twin-cylinder of both American and foreign make. Again Mr. Drude shows evidences that he is not well informed.

Further on my critic states that an American machine went abroad in the six days' reliability contest and won *highest* honors. I would like to correct Mr. Drude and state that the machine in question won *high* honors but not *highest.* The machine won highest honors for appearance, but not for operation or for reliability. It did very well indeed, and as an American I am proud of it, but the truth is the truth. As a matter of fact, a certain hill known as Birdlip proved too much for the machine in question. If Mr. Drude has read the account of this event in the English magazine *Motorcycle* he would have been better posted. Again I have proved that Mr. Drude is not well informed.

Mr. Drude then goes on to state that a magneto costs $40 and that for this $40 he could buy 66 sets of dry batteries which would run him nearly one hundred thousand miles. This may all be very true, although he has much over stated the average life of the dry battery, but that would not help a poor motorcyclist who got hung up between two towns late at night or in the middle of a rain storm with dead batteries in his case. No one ever contended that the magneto would compete with the dry battery when it comes to the matter of cost. I have always plainly stated that the magneto itself costs more at the start, but gives such great satisfaction that it is worth its price. A $10 suit of clothes will cover a man as well as a $40 one, but not give the satisfaction. All I ask is to find one man who has used the magneto and who has gone back to the battery. The fact that last year no American machine had a magneto and this year almost all of them are given as options is proof in itself. In fact the only argument that critics can bring against the magneto is its cost.

Mr. Drude asks how good a magneto would be after ten years of service. Electric lighting dynamos have been in use much longer than ten years and they are still running night and day, giving very good service, and a magneto is nothing but a small dynamo. The proof of the pudding is in the eating. American manufacturers have been forced to acknowledge the superiority of the magneto.

I trust that Mr. Drude will take no offence at my criticism of his letter. Some of my communications appear short and tart, but it is through my effort to save space and not waste time with useless conventionalities. I think Mr. Drude's idea of the ideal motorcycle in many ways is very good indeed and coincides with my own opinion.

Very truly yours,
EARLE L. OVINGTON.

Twomilesaminute,
Geehowwefly!
Swiftasameteor
Streakingthesky.

Whatisthatblur?
Onlythetrees.
Lookatthemwave,
Mywhatabreeze!

Ahonkandarush,
Aflashandasmell—
Whatdidwehit?
Didsomebodyyell?

Ajarandascream—
Itlookedlikeahorse.
Notellingnow,
Keeptothecourse.

—Leonard H. Robbins in Jersey Jingles.

Kentucky Has Gone "Dry."

Kentucky is dry!
And I'll tell you why—
There are plenty of stills
Up on the hills;
The natives supply
Their own rock and rye
And prefer the night riders
To any outsiders,
And, although it is risky,
They make their own whisky;
And that is why
Kentucky is "Dry!" (Nixy.)

Let knockers delight to bark and bite
At every Auto Show!
And rural salesmen growl and fight
For 'tis their nature, too.
But motorcycle makers
Should show themselves more wise
By boosting on friendly rivalry
While they liberally advertise
In **The Motorcycle.**

Don't wash wheels with tire partly deflated, as water will penetrate inside.

Deflated tires will cause side-slip more in mud than fully inflated ones, and on pavements it is just the opposite.

Non-skid tires reduce side-slip to a minimum, but decrease the resiliency to a certain extent and therefore reduces the speed and requires more power.

Brass-studded tires, similar to those used throughout Europe, are practically non-puncturable. Also radiates heat and proves the undoing of many a well-meant patch.

A Discussion on Belts

A NUMBER of motorcycle riders and dealers met at lunch uptown one day recently, and the conversation was naturally along the lines nearest their hearts—motorcycles. Someone had a paper giving details of the machines in the recent English six-day reliability trials and called attention to the weights which in most instances reached limits which would never be accepted in America. The only two English chain models entered each weighed 205 pounds and were single-cylinder machines at that.

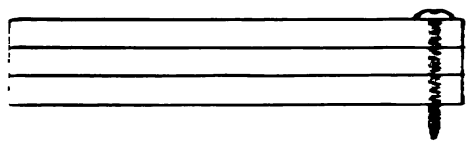
"But how is this for a rock crusher?" was remarked. "Two hundred and ninety-eight pounds and a belt drive at that."

"Such weights are awful," remarked Manager McGrath, of the Royal Motor Works of Worcester, who was in town for the day buying machinery. "Handling a truck of such weight takes more out of a rider than if he rode all day on a regular 25-pound pedal cycle." Which statement was generally assented to.

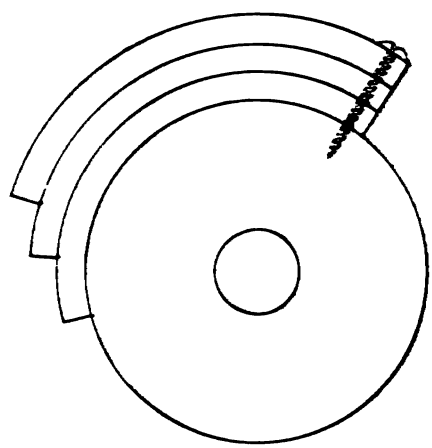
"His drive was all right, however," continued Mr. McGrath. "In fact, with such weights as the foreigners take on, it becomes of first importance for them to perfect smoothness of running or else see their machine go to pieces. Twenty-seven out of thirty motor bicycles starting in the contest were belt-drive. As machinery of any sort becomes heavier, the one problem of constantly increasing importance is for the designer to anticipate and eliminate vibration. If he does not do this, his structure will not stand. If a piece is taken from or put on a moving part, chances are compensation must be made by similar weights being added or subtracted elsewhere. The Englishman is usually adding them, however. In the daily wireless reports of the new turbine Cunarder the story dwelt far more upon the absence of vibration than upon the speed. It is the same from the most powerful engines down to the works of a watch; smoothness of running is essential to good work and long life. This appreciation of smoothness of running is what caused the Europeans, when belts first proved insufficient and unsatisfactory rather than discard them to make a thorough study of each point of weakness and to bring it to a degree of complete efficiency.

"The matter of stretching was a problem for the tanners and was comparatively easily overcome, for the removing of what stretch can be taken from new leather was a purely mechanical proposition long ago solved in all well equipped tanneries. However, this had to be followed by some treatment to prepare the stock for out-of-door work in the changing elements, which is far more severe than indoor work in a dry and even temperature. Here the chemists took a hand, and by certain changes in the tanning compounds produced a dry, unsympathetic feeling stock which had no more use for water than a duck's back—or some of you fellows have. Some people call this leather 'mineral tanned,' which is incorrect. That stock has for its tanning base chromate of iron salts, while the basis of the best motorcycle belts is hard oak bark, modified to meet the special conditions and then given a water-proofing which permeates the leather through and through.

"Then two problems came side by each, as it were: flexibility and non-slipping. To prevent slipping it was necessary to have sufficient surface in contact with pulley surface, and this could best be obtained through the long established 28-degree belt, but being confronted such a belt ⅞ inch wide giving contact of a flat belt an inch and a half wide. In addition, there was the powerful grip the pulley takes on the belt as pull is applied, provided the belt was sufficiently flexible to lay in the pulley. Our first belts were made three-ply, and we thought we had something fine, but they would not lag the pulley, and slipping resulted. In investigating this we took three strips of leather of even length and fastened them together in this manner:



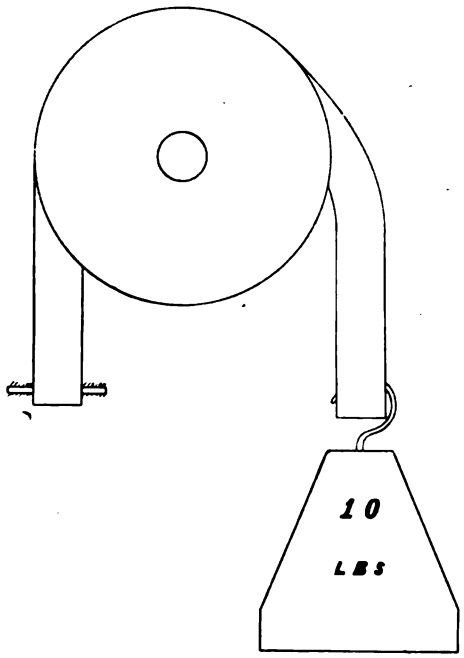
"The strips, mind you, were not stitched or cemented together, but were attached at one end to a drum to give the size of our pulley. Then we closed them around the drum in this manner:



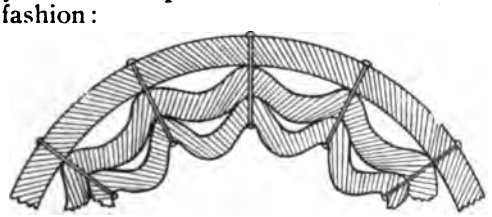
"This simple experiment showed the action which would take place if the layers were allowed to work independently and proved the great internal strains going on in a belt stitched solid. If the inner ply were not allowed to slip ahead, it would of necessity buckle outwardly and carry the entire belt with it. This we further proved by fastening a pulley to a board and attaching a 10-pound weight to it in this manner:

An additional ten pounds had but little effect in drawing the belt nearer the pulley. The contact of belt and pulley was not sufficient to prevent slip, nor could a good fit be gotten without very unreasonable pull on the engine. The question

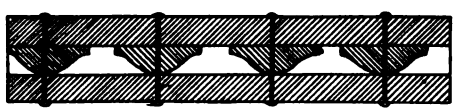
was, 'What should we do to the belt?' Provision must be made for the working of the inner plies. If the belt were fastened at stated intervals with



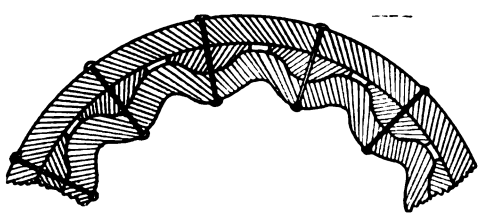
rivets but not stitched, when formed around the pulley the inner plies would buckle inwardly in this fashion:



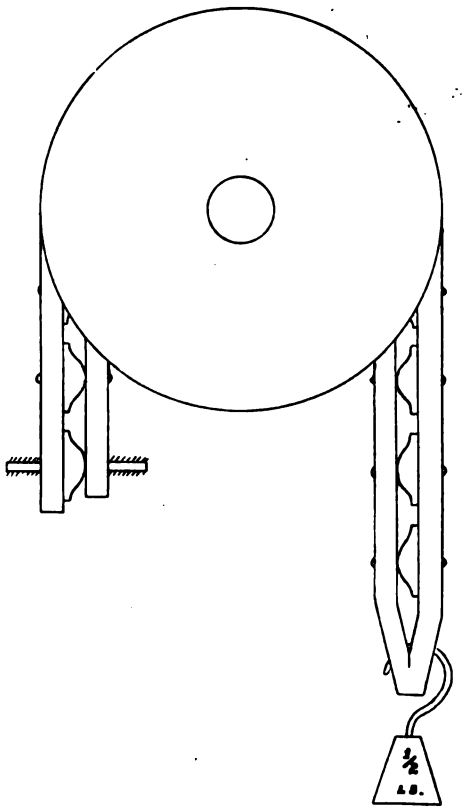
"This, then, would lift the outer part of the belt from the pulley and cause loss of contact and slipping. This brought the problem down to the disposition of the tendency to buckle inwardly. Finding, as the most simple calculation will show, the three-ply belt to possess pulling strength many times in excess of the requirements, it appeared best to form the middle ply in blocks, which would allow the inner ply to buckle outwardly when passing the pulley. This worked out in this manner:



"Attached to the drum this belt took this form:



"Whereas the first solid belt would not give proper contact with a 20-pound weight, we found the open belt to take perfect alignment with a one-pound pull, and this with a new belt at that.



"The old story of how two Chinamen in widely separated parts of their country invented gunpowder at about the same time came to our minds when we found Mr. G. H. Curtiss, of Hammondsport, had experimented along lines similar to ours and perfected a belt on the same principle. It was with one of these he was enabled to travel the mile in 58 4/5 at Providence, and we think he is to be congratulated on his achievement.

"Many foreign motorcycles are now fitted with belts of this type, the manufacturers of the machines apparently believing it to be in the interests of the sport in general that the most efficient transmission available be commonly supplied."

And the party broke up.

NOTES.

Tires should be taken off and treated with French chalk and examined every one thousand miles. Be sure and remove surplus chalk.

Keep oil away from tires.

Varnish inside of rim, as rust is very injurious to rubber.

When putting away motorcycle for winter the tires should be removed from the rims. Fold up the inner tubes, wrap the valves with cloth and place in a bag that has been treated to a liberal supply of French chalk. The shoes should be wrapped in old newspapers, first dousing them with flowers of sulphur, which is the principal component used in the vulcanization of india rubber, and prevents shoes from cracking.

THE CHANCE (

Only $300. for a Bra

F·N Big Four MOTORCYCLES

never have sold for such a low price, and
ing at this price are the 1907 Model, and
the new 1908 BIG FOUR. These machine
F. N. machines come boxed securely, not
tion, and it goes without saying that ou

YOU HAVE NO DOUBT

But perhaps $300 was more than you cared to pay for a machine,
that these machines all have the new 1908 F. N. Bosch Ball-bearing Magne
for the Big Four); also the 1908 Celluloid Barrel Oil Gun, instead of the gu
ing the rear mudguard.

FIRST COME, FIRST SE

Orders will be filled in the order they arrive. We probably will no
this price, but if we cannot fill your order we will return your deposit.
New York bank. We will ship the machine by express C. O. D., so you nee
you live at some distance from New York, you can telegraph the order and

To Our Agents
An Additional Inducement

While these machines last we will accept
cannot favor you. You must take your ch
If you wish to make an extra 3 per cent. an
C. O. D., send us $291, CASH WITH OI

At the close of our advertisements we often say "Think it over."

THINK IT OVER BUT——QUICKLY,

OVINGTON MOTOR CO.,

An afterthought: It may help you to decide to know that the model above advertise
SETT HILL CLIMB and in the big ECONOMY CONTEST.

F A LIFETIME!

New F. N. Four-Cylinder Motorcycle

bably never will again. Here is the reason: The machines we are offer-
are marking them down from $350 to $300 in order to make room for
e all brand new and have never even been removed from their boxes.
rely crated.) Of course, we guarantee every one to be in perfect condi-
ual broad guarantee goes with each machine.

ADMIRED THE F. N.

lere is your chance. And we wish to particularly call attention to the fact
the only ball-bearing magneto fitted to motorcycles, and made especially
ith a glass barrel, as previously used, and the new 1908 method of attach-

VED-IMMEDIATE DELIVERY

ave enough machines to fill them, as we only have a very limited number at
h order must be accompanied with a money order for $25 or a draft on a
ot pay the balance till you get the machine. If you want to be sure, and
oney.

ur orders at this reduced price, allowing you your usual discount, but we
ces with the rest.

t the same time avoid paying the express company return charges on the
ER. This amount is obtained by deducting 3 per cent. from $300.

ow we say

OR YOU MAY BE DISAPPOINTED!

2234 Broadway, New York

s identically the same one with which we won FIRST PRIZE IN THE MANHAS-
ere we went at the rate of 120 miles on a single gallon of fuel.

Motorcycles at the Sportman's Show

AT MADISON SQUARE GARDEN, NEW YORK, N. Y.

LONG before 8,30 p. m., which was the official time at which the big doors of Madison Square Garden were to be thrown open to the public for the National Motor Boat and Sportsman Show, there was a crowd of eager enthusiasts waiting. As a matter of fact there were so many struggling for admission that it was necessary to have half a dozen policemen on duty in order to preserve anything like order. You see, the Sportsman Show in New York is one of the most interesting shows of the whole season, especially for what is known as the middle class. Of course, the social show of the year along this line is the Licensed Automobile Show held at the Garden, but the Sportsman's Show attracts a much more varied class of visitors and more general interest is shown.

The readers of Motorcycle Illustrated are perhaps more interested in Motorcycle Row at the show than in any other class of exhibit. Up until 1908 promoters of automobile and sportsman's shows relegated the motorcycle to some insignificant position in the basement, or barred it out altogether, but this year the motorcycle has been formally accepted and has been given much better space than formerly all over the country. At the Sportsman's Show, particularly, the motorcycle was given a good chance, and this was taken advantage of by some of the most enterprising manufacturers and dealers.

The Sportsman's Show opened on the 20th of February and continues for two weeks, until March 7. All those who are in the neighborhood of New York city will do well to go in and examine this exhibition, not only from the standpoint of a motorcyclist, but from a general view point as well. The garden is attractively decorated and the space on the main floor and the balcony is well occupied.

Undoubtedly the most attractive part of the garden for enthusiasts of power-driven two-wheeled vehicles is what has been dubbed Motorcycle Row. This row is composed of several manufacturers and dealers of motorcycles and occupies part of the first balcony. We shall describe briefly the exhibits.

Starting at the main entrance to the concert hall, spaces No. 1 and 2 are occupied by the Ovington Motor Company, 2234 Broadway, New York, who have an unusually attractive exhibit. On a polished oak table a sectioned model of the F.N. Big Four is shown and is driven by an electric motor. The cylinders are cut away so that the motion of the pistons may be seen and a glass window has been placed over the crank case so that the action of the connecting rods and crank shaft may be viewed with ease. This machine is also fitted with several "Ovico" specialties, among which may be mentioned a particularly handsome lens mirror motorcycle searchlight, which has just been brought out by the Ovington Company. As this working exhibit is the only thing in Motorcycle Row in the way of a moving exhibit, it attracted a great deal of attention and crowds could be seen around the table commenting upon the hot sparks produced in each cylinder when the rear wheel was revolving at a rate which would be three miles per hour if the machine were on the road. A good many found it difficult to blieve that a magneto running at such a slow speed could produce such a very hot spark.

Directly behind the electrically-driven model of the Big Four was shown a sectioned model of the F. N. light weight 1¾-horsepower 100-pound machine. As our readers know, no doubt, this machine has a combination gear and belt drive and is fitted with an unusually comfortable spring fork. In common with all of the models supplied by the F. N. Company, it is operated by means of a Boston high tension magneto, and the general finish and workmanship of the Big Four is carried out in this single-cylinder machine. Perhaps the most attractive part of this light weight model, or F. N. "Baby," as it is termed, is the fact that the price has lately been reduced from $250 to $215, said price including spring forks and Bosch magneto. At this price it is an unusual bargain and is meeting with a very ready sale.

An F. N. tri-car attracted a great deal of attention on account of its extremely neat appearance. This tri-car was fitted with no less than four brakes, two being on the motorcycle as ordinarily furnished and two more on each of the wheels of the tri-car. The seat of the tri-car can be furnished in three styles of body; namely, cane, wicker or coach built. A feature of this tri-car is that the braces that hold the tri-car to the frame of the motorcycle runs clear back to the rear steps of the machine itself. Of course, this tri-car is simply an attachment to the ordinary Big Four, and the machine may be converted into the two-wheeled at any time.

In addition to the F. N. products above mentioned the Ovington Company exhibited the Nala hub, which is a two-speed and free engine device for single and twin-cylinder motorcycles. This hub complete sells for $68.50 and is an unusually efficient and well-made device.

We must not forget to mention the attractive circular that has just been issued by the Ovington Company descriptive of their Ovico motorcycle stand, which is a stand that may be attached to any ordinary motorcycle and allows the rear wheel to be removed without in any way interfering with the stand itself. Mr. O vington, who was in charge of the exhibit, stated that the demand for this stand has been so great that they have been utterly unable to cope with it. Those who have written the Ovington Company, therefore, regarding this stand are requested to have a little patience as information will reach them at an early date.

Next to the space of the Ovington Company, F. A. Baker & Co., 37 Warren street, New York, exhibited the well-known Indian motorcycle. Mr. Baker had a very attractive twin-cylinder Indian

finished in French gray and this machine attracted much attention. This color is very popular abroad and no doubt will become more so in this country on account of the very attractive appearance a motorcycle makes when finished in this manner.

All of the models shown had the new 1908 mechanical inlet valves and this feature was examined with interest by many prospective motorcyclists.

A single cylinder machine of 3½-horsepower was also exhibited. This machine was in the ordinary Indian blue, now so well known, and appeared to be a very powerful mount. This is the largest single-cylinder machine that the Indian Company have ever made, and there is no doubt but that it will become very popular when its power and speed are better known.

A 2¾-horsepower machine finished in bright red was also on exhibition and attracted much well-deserved attention.

As we move down the line, the next motorcycle exhibit is that of J. F. McLaughlin, who had an unusually complete line of the N. S. U. motorcycles. The 1908 6-horsepower road racer appealed perhaps more than any of the others to the advocates of speed, and this machine was always surrounded by enthusiasts. The regular 6-horsepower touring model was also shown, and differs from the racer in that it is heavier and more substantially made. It also has a longer wheel base and is more suitable for general touring purposes.

An exhibit which appealed to the ladies was Mr. McLaughlin's "Affinity Car," which was a beautiful tri-car finished in pure white with light blue upholstery. This tri-car differs from the ordinary tri-car in that it is made as a tri-car only and cannot be converted into an ordinary motorcycle. It has semi-eliptical springs just like an automobile, and is unusually comfortable. It is fitted with the usual twin 6-horsepower engine.

In the single-cylinder line the most powerful machine was the 3¾-horsepower road racer, which is a very powerful single of light construction for racing purposes. The lines of this machine are truly beautiful and for advocates of a single cylinder there is probably no better machine in America. The 3½-horsepower touring model is very similar, but is made heavier and has a longer wheel base.

The 1¼-horsepower N. S. U. light weight was the center of attraction for those who appreciated magnificent workmanship and finish. This dainty little machine, although it only weighs 75 pounds, is fitted with a little Bosch magneto of the high tension variety, and for a man who does not care for extensive power and speed this light weight model forms an ideal little runabout. The demand at present is for high speed and high powered motorcycles, but sooner or later the reaction must set in, and then the demand for light weight machines will rapidly increase. In England they have come to this stage already, and are now going crazy over light weight machines, such as the N. S. U. 1¼, F. N. light weight 1¾, and Motósacoche.

Those who have had excessive tire trouble will be interested in the Peter Union studded tire, which is an unusually heavy motorcycle tire fitted with steel studs in the tread. A butt end tube was also shown to this tire.

The next exhibit was that of the R. E. Sporting Goods Company, who had on exhibition the new Thor motorcycle. The models shown were both of the single-cylinder type, the one being the more expensive, or De Luxe model, and the other the cheaper one. Both are fitted with the new Thor spring fork and the more expensive machine is fitted with the 1908 gear chain drive just put out by the Thor Company.

The most expensive model of the Thor machine is a beautiful example of American workmanship and material, as well as of design. The engine is set vertically, well forward, and the center of gravity has been kept low. A new grip control of very efficient design has been used. As this machine is more fully described elsewhere we will not go into further detail.

Passing further down the line dubbed "Motorcycle Row" we came to the exhibit of Geo. V. Lyons Motor Co., who market the Minerva motorcycles, a foreign production. The Minerva is a newcomer; in fact, the first shipment did not arrive until three days after the Sportsman's Show opened.

The machines exhibited ran from the 2¾ H.P. single cylinder machine up to the big 8 H.P. twin. The machines, like all of the foreigners, attracted much attention on account of their beautiful finish and workmanship. There is no doubt but what this machine wil become popular when it become popular when it becomes better known.

Several accessory firms exhibited, and the Corbin coaster brake was prominently displayed. Mr. Allen represented the famous Coes wrench and the little "Baby Coes," made especially for motorcycle use, attracted much well-merited attention.

Taken all in all, Motorcycle Row attracted its share of attention of passers by. This show comes at the right time and has been held in the right place. There is no doubt but what the Madison Square Garden in New York is the best place in the metropolis for holding a show of this nature, and the fact that the show is held just before the opening of the spring season makes it of advantage to motorcycle manufacturers. The automobile shows were far too early to be productive of good results, and, furthermore, struck the country at the time when it was passing through a severe financial panic. Any one who could have been present in the neighborhood of Motorcycle Row and could have heard the remarks of passers by would acknowledge that the popular interest in motorcycles is certainly spreading at a rapid rate. Men and women were interested in the exhibits, the ladies especially being interested in the passenger attachments.

The editor of Motorcycle Illustrated talked with those in charge of the booths in Motorcycle Row, and it was reported that the outlook was very good indeed. The interest in motorcycling matters is increasing rapidly and several sales were reported. All agreed that 1908 will be a banner year for the motorcycle.

We regret that there were not more American motorcycles represented at the exhibit.

Club News.

Send us your club news.
We will make a cut of your pin and keep standing a list of your officers if you will supply us with monthly notes.

New York Motorcycle Club.

A. J. BENDIX.....*President*
800 Third Avenue.
DWIGHT PATTERSON.....*Vice-President*
45 Broadway.
EARLE L. OVINGTON.....*Secretary*
2234 Broadway.
F. M. MANNING.....*Treasurer*
584 Eighth Avenue.
A. J. CHAPPLE.....*Captain*
1090 Park Avenue.
J. W. DALTON.....*First Lieutenant*
516 Lexington Avenue.
DAVID MOLIN.....*Second Lieutenant*
845 Sixth Avenue.
CLUB ROOMS.....2234 Broadway

Feb. 19, 1908.

Dear Sir:—The New York Motorcycle Club desires to bring itself before you. Many motorcyclists are not aware of the fact that New York has the oldest and largest motorcycle club in this country.

The club is now located at 2234 Broadway, at which place the meetings and lectures are held.

The road officers desire to call your attention to the number of closed club events to be held this season. There will be hill climbs, economy contests, gymkana and other events, and then there will be the open events, such as the single and double century runs, 24-hour race, hill climb and several other contests not yet decided upon.

The club have this year decided upon a distress signal, which will be given by club members when in need of assistance when on the road.

The club metal tags will be continued to help identify members and their machines.

Runs will be held Sundays, two-day runs will be held on holidays.

A social affair will be run off every month, and all club meetings are made real interesting by talks on magnetos, batteries, two-speed gears, etc.

Our club rate is exceptionally low this year, being only $4 per year with $1 initiation.

We trust to have the pleasure of enrolling you as a member at our next meeting, and enclosed find application blank.

Further particulars and information will be cheerfully furnished by the Secretary at 2234 Broadway.

Trusting soon to have the pleasure of your company on the runs, we are, Yours for pleasure,

THE ROAD OFFICERS.

F. N. Motor Club of America.

DAVID DESSAU.....*President*
101 West 78th St., New York.
HIRAM POWERS.....*Vice-President*
99 East 81st St., New York.
A. G. HAUKE.....*Secretary and Treasurer*
417 W. 117th St., New York.

Main Club House, 2234 Broadway, New York, with branch houses in the principal cities of the United States. Regular meetings second and fourth Tuesday of each month.

The F. N. Motor Club of America desires to call the attention of riders of the F. N. machine to the advantages of membership.

The initiation fee is $5 and the dues for active members $6 per year and for inactive members $2 per year, payable quarterly in advance.

Although the initiation fee is only $5, each member upon joining receives the following:

First—One solid 14-karat gold club pin with safety catch. This pin is not the usual article, where size is often sacrificed to quality, but a pin comparable with that used by fraternal and secret societies.

Second—One nickel plated flag staff to attach to handlebar of machine and support the club flag.

Third—One dozen club flags made of imported silk.

The actual cost of the above articles exceeds $5, and therefore a member receives full value upon joining.

For active members regular meetings will be held, lectures upon motorcycle topics given and social events arranged. In the motorcycle season Saturday and Sunday runs will be a regular occurrence and short week-end journeys encouraged.

Inactive members will be supplied with literature, such as copies of lectures delivered and other matters of interest.

The standard of membership will be kept high, especially in the case of active members, as too often one undesirable party spoils a day's outing.

The government of the club is entirely independent of the trade. The officers are all private owners, but realize that riders of one make of machine, differing in many ways from the ordinary motorcycle, have much of interest in common. Because a man is an F. N. rider does not necessarily mean he will be admitted as a member.

F. N. riders are requested to communicate with the Secretary, 2234 Broadway, for further information.

To Organize a Motorcycle Club in Newark, N. J.

Dear Sir: Enclosed you will find some interesting facts concerning the motorcycle situation in the city of Newark. At the present writing there are approximately 200 licensed motorcyclists in this city, but still we have never been able to boast of a motorcycle club. This condition of affairs is not as it should be, as it denotes a lack of energy among the riders, and it is my personal belief that it only needs the efforts of one or two of the riders to lay the foundation and start the organization on the road to success.

It is my intention to get together with some of the prominent motorcyclists of this city and take the first steps in organization, and in this I have the assistance of the Hendee Manufacturing Co., who have kindly volunteered to furnish me with a list of the registered riders of Newark and suburban towns. With this list I shall obtain a working basis, and will be able to get into communication with all whom I think would respond to a notice to attend a meeting.

The publication of this in your columns will no doubt be of great assistance to me, as it will doubtless reach many of those with whom I desire to get into communication. Any inquiries on this subject addressed to me will be welcomed, as I desire to hear from every man that rides.

Thanking you in advance for your courtesy and assistance, I am, Respectfully yours,

CHARLES L. O'CONNOR,
228 Fairmount Ave., Newark, N. J.

Detroit, Mich., Feb. 4, 1908.

Editor THE MOTORCYCLE ILLUSTRATED,

The Detroit Motorcycle Club held its first meeting on February 3, 1908, at the store of a prominent motorcycle dealer. The organizers consisted of fifteen of the local riders. We expect to make that fifty before May 1st. The officers elected were: President, H. G. Smith; vice-president, Roy Hunter; secretary, C. H. Drude; treasurer, Joe Adcock; captain, W. A. Leake; first lieutenant, F. E. Wright; second lieutenant, M. S. Sprung. A committee was appointed to look up suitable quarters for the club.

Respectfully,
C. H. DEUDE, Secretary.

Worcester, Mass., Feb. 17, 1908.

Editor THE MOTORCYCLE ILLUSTRATED,
New York.

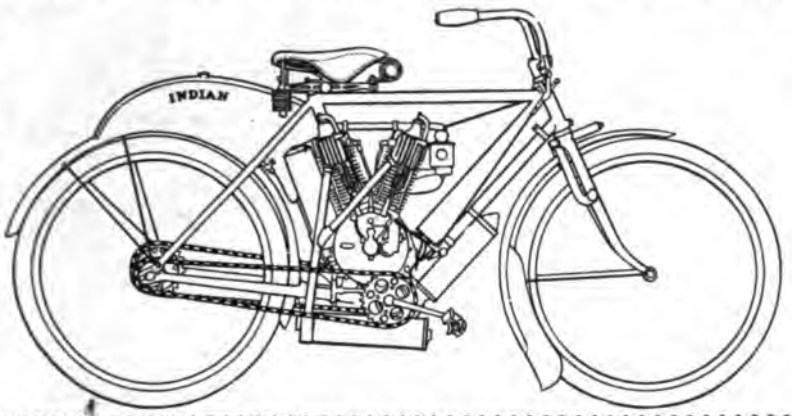
Dear Sir:—The Worcester Motorcycle Club held a meeting and banquet on February 11, and plans are already under way for a big meeting on March 10, the last one of the winter season. The club has nearly completed its first year of organization, and its original membership has already doubled.

We believe, modestly, that we are jolly good fellows, and we know that our gatherings are most interesting and pleasant occasions, so for the benefit of local riders who do not already know us, we are going to extend a cordial invitation to attend our banquet and be entertained by us.

Our meetings are held on the first Tuesday of each

Club News continued on Page 85.

GET IN EARLY AND AVOID THE RUSH!



Each Succeeding Spring

The Demand for Indians

has taxed not only the factory but the Indian agents. For, of course, every purchaser has wanted his machine in a hurry.

He is a wise buyer, therefore, who takes time by the forelock and places his order NOW.

F. A. BAKER & CO.

37 Warren Street NEW YORK

1080-82 Bedford Avenue BROOKLYN

ADVICE NO. 1—BY AL. BARTSCH.

Better See That All the Gasoline Vapor Is Out of the Tank Before You Attempt to Solder That Leak.

New Britain, Conn., Feb. 7, 1908.

Editor THE MOTORCYCLE ILLUSTRATED.

Dear Sir:—I would like an impartial view on the motorcycle transmission subject by an expert. Kindly inform me what is the best belt transmission on the American market—Curtis (28"x1" V), Royal (28"x7/8" V with internal blocks to increase flexibility), and Marsh-Metz (1¾ flat one pulley leathered and no idler), or any other. Also what per cent. better for transmitting power is the Curtiss and the one you consider the best than a 1¼-inch flat belt, both pulleys faced to give an all leather contact and a belt long enough designed with an idler such that the belt nearly makes a contact with itself between the pulleys near enough to the front pulley to almost give a contact on the complete circumference on that pulley?

What is the best foreign belt—Peugeot (2-horsepower), F. N., Styria (flat) and N. S. U. (rubber, leather or watawata) or any other? What peculiar advantages has the Continental and Gloria rubber or Acla leather (N. S. U.) belts?

What would you think of a Motz on the rear wheel of either chain or belt driven machines in conjunction with good saddle and cushion fork, especially the method of fastening and resilience?

Please send me sample copy of MOTORCYCLE ILLUSTRATED.

H. F. CRIPPEN.
291 S. Main St., New Britain, Conn.

Those who are interested in and have had experience with these questions are requested to reply.—ED.

New York, Dec. 21, 1907.

Editor of MOTORCYCLE ILLUSTRATED,
New York.

Dear Sir In the December MOTORCYCLE ILLUSTRATED Mr Lewis Dodge returned to the attack.

Mr. Dodge states that four lightweight machines climbed Morly's Hill in the F. A. M. endurance contest, and insinuated that the heavy ones did not How about the Vindec, Peugeot and N. S. U.? I agree I failed, but there is a reason other than the weight of the machine. For instance, why did the designer himself of one of the leading American machines, and incidentally it was of light weight and of high power (being double cylinder fail likewise on Morey's Hill, while a single cylinder machine he also designed went up? It was not the machine that was responsible for the success or failure on Morey's Hill, for some of the best were stalled Those who attacked Morey's knew that to climb it you must know the location of each obstacle One of the men who was successful practised no less than thirty trials before the contest I do not feel at all pleased at my failure to climb Morey's Hill I had for company too many men who are known as America's best mounted on machines of equal reputation

I have already told you of my success up the hill. I am in possession of letters which have called the attention of several leading makers to the fact that I would give them an illustration of the ascent of Morey's Hill. I gave my machine a thorough test and succeeded first shot, and I can keep doing it.

I have had trouble on the road with my rims and tires. I was [illegible] with an auto and ran over a big rock at a high speed. I bent my rim so badly I was forced to borrow a large wrench from a farmer and bend my rims into shape. And thereafter I could not keep the tire on, and wound up by cutting the tire off and riding on the rim—a truly enjoyable performance. I complained to the F. N. Company in Belgium that they fitted rims and tires more suited to their roads than ours. They replied that for 1908 they would fit all Big Four machines coming to this country with extra strong rims and heavy tires. If an American agent complained to his manufacturer about a certain defect do you think he would get such a prompt remedy? There is hope for a manufacturer who will try and meet the demands of its customers. The F. N., along with everything in this world, has its defects—I never claimed it perfect. But it gives me great pleasure to know, since I am spending time and money pushing it, that the makers in Belgium will favorably consider any improvement I may suggest. And I may remark that I have in the past suggested not a few, and they have rectified the shortcomings.

Very truly yours,

EARLE L. OVINGTON.

Motorcyclists Plan a Long Run.

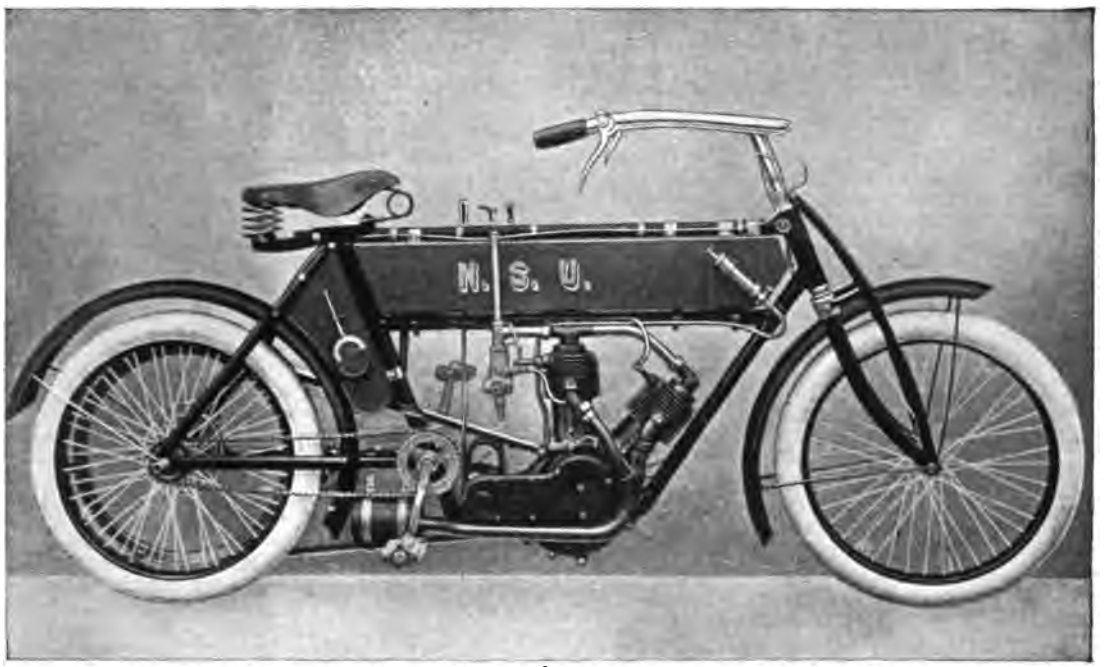
The interest in motor cycling in this vicinity has reached such a fever heat that the majority of those who ride the little gasolene vehicles are anxious to have an endurance contest conducted on similar lines to those carried out by the men of the automobile.

At first the desire was to consolidate the interests of the motorcyclists with the automobile men and run a test in conjunction with the one of next Saturday. Second consideration showed that in bringing about such a condition the cyclists must necessarily sink his own personal individuality, and so the scheme was abandoned for one which gives promise of greater results—namely, the holding of a motorcyclists' endurance contest on Patriots' Day.

President Edward Gebereux, of the National Association of Motorcyclists is now in consultation with his Eastern representatives looking towards such a condition, and the way the local men are taking hold of the matter promises great results.

Mr. Marsh, of the American Motor Company, who is considered as the local authority on motorcycling, when asked his opinion, said: "I believe such a run would prove of inestimable value in maintaining and increasing the interest. A run could very easily be arranged for the date in question, starting from Boston and continuing on through Brockton, Taunton, Worcester and back to Boston. At the conclusion of the run the contestants could banquet at some one of the local hotels, and there entertain the leaders of the sport from other cities. There is no question but what a large field of entries would be secured, and I am sure that Charles Metz, the veteran, and his son Walter, both of whom have ridden a motorcycle 300 miles in one day, would join in the test."

We have received from the B. F. Goodrich Co., Akron, Ohio, life-size portrait "Sally," handsomely lithographed and suitable for framing. Will be sent to appreciative strangers for 75 cents postpaid. Would be an appropriate and attractive picture for any club room. Send your remittance before they all go. If you see one of these, you will want it. But we will not sell ours.



ONE OF MANY UNSOLICITED TESTIMONIALS RECEIVED BY US DAILY

MR. J. F. McLAUGHLIN,
Agent for N. S. U. Motorcycles,
148 East Forty-ninth Street,
New York City, U. S. A.

My Dear Mr. McLaughlin:—I have just returned from my week's trip. I am a traveling salesman connected with this firm and make my trips on Monday, Tuesday, Wednesday and Thursday on a motorcycle, and have been doing so for four years. I started using the machine as a matter of business convenience May 25, 1904. I first rode a ———, next a ———, next a ———, next a ———, and next, glory hallelujah, a twin magneto 6-H.P. N. S. U. equipped with a free engine clutch and a two-speed gear. Man may work till the end of time and I do not see how he could devise anything nicer and better than the wonderful N. S. U. She goes just as steady as a railroad train. I make out my schedules and do not vary from them all day—day in and day out. I see that the time for my having to continually clean spark plugs is past. I also see that I will not eternally have to be cleaning my ignition points. I also see that when I meet a rig at the bottom of a steep hill and horse scare I do not have to push up the hill, but just pull in the engine free, and after the rig is safely past, just pull gently in the low speed and the machine walks majestically up the hill as if there were no hill there. If I attempted to enumerate all the advantages of the N. S. U. machine it would take another page of typewritten paper at least, but you receive many such letters as this one. This machine, I want to say, has been the wonder and admiration of the whole country my route covers. I am an old motorcyclist—have been riding constantly for four seasons as I have said—and I do not believe in working a machine up to its fullest capacity all the time. If I ran this machine up to its fullest capacity, I would be hanging over some telephone wire along the road, as she is powerful (wonderfully powerful) I do not run over 15 miles an hour on the average. I keep the gas lever turned back as far as she will run, and all the air shut off at the top, and after running for 25 miles (non-stop) my little engines are really cool enough for me to place my hand on them for a few seconds.

Hurrah for the 6-H.P. Sims-Bosch magnet two-speed N. S. U. Motorcycle! You have a good thing Mac; push it along. Is 100 per cent. ahead of anything in this country.

Your friend,
HERBERT L. MILLER.

N. S. U. MOTOR CO.

206 W. 76th Street Between B'way & Amsterdam Av. New York City

Correspondence.

[illegible]

[illegible]

[illegible]

Armac Motorcycles

If there is any business man selling Motorcycles in this country that is not making money, it is his own fault. He don't hustle or work out the opportunities.

The Motorcycle trade needs working up. You can't sit still.—Be a live wire.—In any town of more than 100 population there is a chance to sell an ARMAC Motorcycle. Get out and ride one, talk them, make demonstrations. Send us your business card and we will send you a proposition that will show you how to make money.

$1,000 FOR ARMAC AGENTS

H. H. THORP & CO.

Sales Agents for Armac Motorcycles

1221 Michigan Avenue, - - - - Chicago, Ill.

E. J. Willis Co., No. 8 Park Place, New York City, N. Y.; Motorcycle Specialty Co., 258 Columbus Ave., Boston, Mass.; A. F. Chase & Co., Minneapolis, Minn.; Ralph Temple Automobile Co., 1221 Michigan Ave., Chicago.

DON'T BE A BACK NUMBER!

Ride a *Thor* Motorcycle and be up-to-date

VARIOUS MODELS TO SUIT VARIOUS TASTES

SPEED
SAFETY
SATISFACTION

Agents Wanted

ORDER NOW
for
EARLY DELIVERY

Write for Advance Catalog

See Our Exhibit at the Boston Automobile Show

AURORA AUTOMATIC MACHINERY CO.
AURORA : : : : : : : : : : : ILLINOIS

in your magazine. Mr. Lyons started the controversy and I therefore have the right to close it, and I again ask the editor to bar out in future all such letters of this nature. The original letter of attack that Mr. Lyons published was offered to the editor of another paper in the motorcycling field and was refused.

I regret that this controversy between Mr. Lyons and myself has taken up so much of your valuable space, and again beg forgiveness at the hands of your readers for being obliged to publish such uninteresting matter. I have a true love for the motorcycle itself, and did have long before I entered the motorcycle business. Discussions of this nature and internal strife in general retards the progress or development of any industry, and I sincerely trust this will be the last time I will be called upon to occupy space in your columns with such uninteresting material.

Very truly yours,

EARLE L. OVINGTON.

Whipple, the Motorcycle Man of Chicago, is receiving congratulations upon the preferment indicated by the Harburg Tire Co., of Germany having selected him to represent them as general Western distributor of their very superior line of motorcycle tires. The securing of such an agency at this time is regarded as an important achievement on the part of Mr. Whipple, who has enjoyed the confidence of the best and foremost motorcycle makers of America whom he has represented continuously for several years.

The Harburg Co. will keep a stock of popular sizes with Mr. Whipple for immediate delivery. (A Big E must be used when spelling Excellence in connection with Harburg tires.

Motorcycles are now used in the Austrian army for the rapid laying of field-telegraph lines.

The New 1908 Thor Motorcycles.

We have just had the opportunity to inspect one of the first Model B '08 Thor motorcycles that has been shipped East at the salesroom of F. B. Widmayer at 2312 Broadway, the New York agent for these machines, and we were certainly surprised and pleased with the same, as it is so different and has so many new features over the ordinary machines we are used to.

This motorcycle, as can be seen from the cut (which does not do justice to this beautiful piece of mechanism) has a long wheel base 54 inches, dropped loop in frame for motor, low position of motor and rider, protected tanks in frame, extra frame bar parallel with top bar, long V-shaped handle bars, and a shock absorbing fork that absorbs all shocks and jars. Motor is mounter in an upright position in center of frame, and position of rider is back behind the motor, but still a little forward of the rear wheel, and the shape and position of rider is such that he sits in an upright, comfortable position—an ideal touring position. For speed, safety and comfort this position cannot be beat.

The V bars are keyed to the fork stern and cannot slip on stern, and the peculiar shape of the bars is such as a fall or accident will not easily bend or break the handlebars. The double grip control is one of the neatest and most ingeniously worked out ones we have ever seen. The right grip opens and closes the exhaust valve, turns on and off the electric current and retards and advances the spark. The left grip controls the throttle for extra high speed and excessive hill climbing. All parts of the grip control are entirely enclosed in the handlebars, leaving no exposed or projecting parts, and is not affected in the least by turning the handlebars.

The motor is mounted in a loop in the frame about 6 inches below the wheel center line, leaving plenty of clearance between the bottom of the motor and the ground. The motor used is the celebratd Thor. This motor has been before the motorcycle world now for nearly ten years, and its efficiency, workmanship and design have seldom been excelled by any other make in this or any other country. For 1908 this motor has been greatly improved in mechanical detail, and although only rated at 3 horsepower it is guaranteed to test fully 3½ horsepower on the pony brake test. The most radical change in this motor this year is in the transmission of the power from the motor to the rear wheel. The reduction of speed is made in the motor itself by means of the motor shaft having a pinion that engages an internal gear. To the center of this year or plate the sprocket is fastened, which in turn driver the rear wheel direct by means of a superior-made ⅝-inch pitch roller chain. On the rear hub is mounted the new Thor compensating sprocket. This construction does away entirely with the countershaft, short chain, etc., formerly used. This new transmission greatly reduces the friction. It naturally follows where there is little friction and little wear, due to the gears being hardened and running in oil, there is little or no noise. This drive is far more noiseless than any positive drive now on the market. The motor being placed in an upright position is securely fastened to the frame at three points. The carburetor is lowered, which leaves the head and upper part of the cylinder more exposed to the cooling air current, as well as making the gasoline pressure more even, whether the tank is full or empty.

The power chain is adjusted by the rear fork chain adjusters, and the pedaling chain has a separate or independent adjustment by means of an eccentric in the bottom bracket. The tanks, both gasoline and oil, and the battery compartment are mounted inside of the frame, where they are fully protected. Below the top bar and over a lower bar which is parallel to the top bar, as shown.

The tank is made out of heavy copper re-enforced inside. The forward part of the tank holds about 1½ gallons of gasoline; the rear tank 1 quart of oil; also a positive force oil pump. The handle of the pump projects up and out of the tank in a handy position, so rider can easily operate it from the saddle. The middle compartment is for the batteries and contains an ingenious device that holds three cells of the standard size batteries, which are tightly laced in a canvass covering, which securely holds them in place and they can easily be got at. The fork, as shown, is a regular shock absorber working by a piston and cylinder arrangement, using a pneumatic cushion supplemented by a heavy spiral spring. The pneumatic cushion takes up all the light vibration and shocks, while the spring takes care of all violent jars. Four levers connect the fork stem with the fork. These work on ballbearings and can easily be adjusted to take up all wear.

The coaster brake used is the celebrated Thor motorcycle brake, too well known to be described here.

Every detail of this machine has been carefully and satisfactorily worked out for the rider, and we believe that from what we have seen that the Thor motorcycle is a winner for durability, comfort, speed, cleanliness and its economical use of gasoline. One can mount this machine with his best clothes and go quickly and quietly to his destination without fear of damaging them.

The Thor motorcycles are made in four different models, both single and twin, equipped with batteries or magnetos, butt end tubes and other accessories as options. From our inspection of the above model we do not hesitate to state we consider it very comfortable and a well-designed machine. The above cut of the machine is a very poor one and does not do justice to the machine.

ROYAL

by name—and royal in make-up and in performance is a good summarization of the

ROYAL MOTOR BICYCLES

1900

1908

FEWER FADS AND FRILLS

—and more genuine practicality born of nearly eight year's experience than is to be found in any other motorcycle on the market. Inquiry invited.

ROYAL MOTOR WORKS, INC. **WORCESTER, MASS.**

THE 1908 LINE OE

R.-S. MOTORCYCLES

SINGLE AND DOUBLE CYLINDER MACHINES

TANDEMS, TRICYCLES, DELIVERY-VANS

will be exhibited at the

BOSTON AUTOMOBILE SHOW

Mechanics Building,

MARCH 7th to 14th, 1908

Dept. D—Spaces 878-879.

And we cordially invite our patrons and interested parties to inspect "*America's Best*" and "The R.-S. Mechanical Valve Motor"—the first and only real mechanical valve motor made in America.

Reading Standard Company, - Reading, Pa.

Feb. 10, 1908.

[illegible] Motorcycle Co.,
[illegible] recent old motorcycle en-
[illegible] entering in my contest.
[illegible] thanking you in advance, I
[illegible] very respectfully,
J. E. BIRGFELD.

GROWN OLD WITH THE HABIT

News Cities and the Motorcycle.

[illegible] reports from the Northwest in regard to the motorcycle trade, and it is safe to say even at this early date the business for 1908 will surpass all previous seasons, judging from the activity already shown.

[illegible] Swanson, the motorcycle man of St. Paul, is making great preparations. He has redecorated his store, and at the present time has some 20 machines on the floor, besides a number ordered for early spring delivery. Mr. Swanson has many of the other bicycle dealers, was slow to take on the motorcycle, but now frankly admits that he regrets being a back number for so long a time, for his phenomenal success during the 1907 season has made him well worthy of the name "Motorcycle Man" and his store is just as crowded with motorcycles now as it ever was with bicycles in the old bike days.

A visit to the plant of the Thiem Manufacturing Co., in Minneapolis, is another surprise for the party who thinks that the motorcycle is only a fad, for this company is now manufacturing motorcycles and cycle motors exclusively. There isn't a more modern or more complete[ly] equipped plant in the country for this work.

In entering this plant you are impressed with the sys[tem] in which every department is handled, and the [illegible] takes delight in showing a visitor through his [plant] as he has grounds for being proud of same.

[illegible] first look a glance shows one that there isn't an [old] machine in use, for every part of the Thiem [motorcycle] is made on modern automatic machinery. To see [illegible] pieces and duplicate parts coming through [illegible] makes the most skeptical that the [illegible] is only in its infancy.

[illegible] Wagner manufacturer of the Wagner [motorcycle] has been compelled to enlarge his plant [illegible] on the new four story building now [illegible] the Thiem. St. Paul, the Wagner plant [illegible] have been, and you never can tell, the [illegible] assemblies are to be made.

[illegible] with St. Paul and Minneapolis are [illegible] and the public in general is awaking [illegible] to place their orders [illegible] assembling a machine and an [illegible] product as orders for that [illegible] is out.

[illegible] all proud of the fact [illegible] St. Paul and [illegible] [illegible] improvements [illegible] fully for next [illegible] [illegible] [illegible]

month, and the annual election will take place at the April meeting. The present officers of the club are: President, Lincoln Holland; vice-president, L. R. Carron; secretary, Charles F. Merrill; treasurer, W. A. Traver; captain, E. R. Creamer; first lieutenant, Lincoln Holland, Jr.; second lieutenant, H. F. Thurston; standard bearer, William P. Farrell.

We note the communication of Mr. S. L. Lyon, of Los Angeles Motorcycle Club in the January number, and while his club is touring through the picturesque valleys of their land of sunshine, we are bundled in woolen coats and bear-skin mittens, and have been drawing air at "ten below" into our carburetors and lungs as we grind a shrill squeak out of the frozen snow.

Very truly yours,
CHARLES T. MERRILL,
Secretary W. M. C.

A. H. KASNER
Wholesale Jobber and Manufacturing Agent of
TIRES FOR MOTORCYCLES
AUTOS, CARRIAGES AND BICYCLES
AUTO AND BICYCLE SUPPLIES
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HAMMONDSPORT, N.Y.

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1908 Models of
"CURTISS" MOTORCYCLES
Ready for Delivery.

Notice:
More powerful than ever, which means still more speed. Improved to an extraordinary degree of perfection, which means Reliability and Satisfaction.

FULL STOCK OF SPARE PARTS ON HAND

No better opportunity than the present to have your machine overhauled and put in good order.
We have the men who can do it, in an expert manner.
We build machines according to your specifications.
All kinds of experiments worked out.

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782 Eighth Avenue, - - - New York City
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JUST A REMINDER
Keep on the lookout for the
1908 Duck Motorcycle 2 Cycle Type
IT IS TO BE A WINNER
Also second-hand motors, $75.00 to $190.00—all kinds.
Full particulars furnished on application.
Duck Cycle & Motor Co., 1234 Broadway, Oakland, Calif

Mattson's Cushion Grips
1908 LINE NOW READY

Special attention is directed to our *Large Heavy Cushion Wall Motorcycle Grip* (for both ⅞" and 1" bars.) The finest motor grip made. *Heavy* enough to absorb all ordinary vibration and *Long* enough to give the hands perfect comfort. Ask to see it.
Accept no substitute—there really is none, if you want the finest and most comfortable grips.
Also regular size Grips for ⅞" and 1" bars. These Grips are made of a Special Soft *Cushion* stock. They are fully covered by United States and foreign patents.

Mattson Rubber Co., Lodi, N. J.

Now What on Earth
will I give her for her birthday, or what
IS THE PRIZE
to be for the card or other club event. Decide on a Water Color, Crayon or Pen Sketch neatly framed. It will sat sfy the most fastidious. References.
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Also the N. S. U. for North New Jersey.

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INDIAN and THOR
Chain or Gear Driven.
ROYAL and THEIM
Belt Driven.

1908 Models now in stock—order now for immediate delivery. Special attention given to mail orders.

Send for Motorcycle and Complete Specialty Catalogue.

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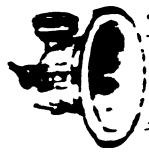
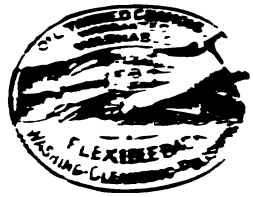
20TH CENTURY MFG CO 19 Warren St. [illegible]





Mesinger "CAVALRY" Motor Saddle

The top is raised in front and rear [illegible] cient to prevent the rider from [illegible] forward or backward—is curried hair leather and has the form of a horseback saddle.

Length 12 inches. Width 10 inches. [illegible]

H. & F. MESINGER MFG. CO.

1801-1807 FIRST AVENUE, NEW YORK

Bull Dog
MODEL B
SUSPENDERS
Sensible, Useful Gifts for the Holidays
50¢
They outwear three ordinary kinds, which means three times the service of usual 50 cent suits.
HAWES & POTTER, Dept. 87 Lincoln St., Boston, Mass.

WANTED—Second-hand motorcycle [illegible] We want [illegible] Motorcycle [illegible] Hammondsport, N. Y.

MOTORCYCLES AND HOW TO RIDE THEM. Sample copy [illegible] cents, or five [illegible] subscription to [illegible] Address [illegible] New York.

FOR SALE—Double cylinder motorcycle engine, never been out of crate. Cheap for cash. Full particulars and application blank on request. Indian Motorcycle Station, Springfield, Mass.

FOR SALE—Double cylinder air-cooled power Bradick Motorcycle. Good condition. Has been used [illegible] Has tool box, wheel has an extra rim. 42 North 32nd street, Philadelphia, Pa.

FOR SALE—INDIAN costing $210 in excellent condition; having had the best of care. Guaranteed [illegible] perfect running order. Will sell for $125. Inquire Brockton, Mass.

FOR SALE—MOTORCYCLE [illegible] motor, [illegible] perfect condition [illegible] will be sold very cheap. Century gear case [illegible] an extra [illegible] and [illegible] 1908 [illegible] PARTS [illegible]

FOR SALE [illegible] Motorcycle [illegible] Address [illegible] Pa.

Built Like a Goodrich Automobile Tire

(MOULDED CONSTRUCTION)

A fact, that is our argument for your preference—a fact that constitutes the reason why

Goodrich Clincher Motorcycle Tires

"stood up" in the long distance touring events of 1907; rode easy and stayed put.

First, last and all the time a strong tire, and the comfort of the rider not forgotten.

THE ORIGINAL AMERICAN CLINCHER.

THE B. F. GOODRICH CO.,

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DETROIT—266 Jefferson St.
ST LOUIS—3926-28 Olive St.
SEATTLE—310 First Ave., S.
LOS ANGELES—818 S. Broadway.
LONDON—7 Snow Hill, E. C.

THE MOTORCYCLE ILLUSTRATED,
Drexel Building,
New York.

Mr. L. H. Cornish.

Dear Sir—Enclosed please find $7.50, for which please send the combination offer (THE MOTORCYCLE ILLUSTRATED and *The English Motorcycle*) to each of the enclosed for one year each. Please notice remarks on backs of each. If you care to send copies each month, I will be pleased to display them. Also if you have any large cards I can use same for advertising.

Yours truly,
LINCOLN HOLLAND, JR.

Takoma Park, Washington, D. C.
February 10, 1908.

MOTORCYCLE PUBLISHING CO.,
Drexel Bldg., Cor. Wall and Broad Sts.,
New York, N. Y.

Gentlemen—Herewith find $1.00 to cover one year's subscription to THE MOTORCYCLE ILLUSTRATED, beginning with the February issue, if possible; if not, then with the March.

I have been a reader of THE MOTORCYCLE since the first issue, and at one time was a subscriber. I think it a splendid little publication.

Yours for success,
H. T. LA BONTE.

Ask Whipple for

BARGAIN BULLETIN No. 2

It describes ten '07 Motorcycles, all best makes, On hand at close of season, all good as new—some never used. Tires unsoiled—some used to demonstrate with, but bright and new. All at sacrifice prices.

It describes five second-hand machines, every one in splendid form, having been put in trim by our expert repair department.

It describes our various lines of 1908 double and single cyclinder Motorcycles, Attachments, Tandem, Fore Car, Side Car, etc.

It describes everything in line of sundries, accessories, etc., that a motorcyclist might want. Every item and every motorcycle is priced right, and it is all plain, so you can understand it.

Send stamp and look for prompt response.

Whipple The "Motorcycle Man"

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The right shows at the right time; that is, when you are choosing your 1908 mount.

New York: NATIONAL MOTOR BOAT and SPORTSMAN'S SHOW

Madison Square Garden Feb. 20 to Mar. 7

Boston: AUTOMOBILE SHOW

Mechanics' Hall, March 7th to 14th

In MOTORCYCLE ROW see the

1908 F·N· Big Four ·MOTORCYCLES· $350

"The Motorcycle for Gentlemen"

Ovington Motor Company,

2232 Broadway, NEW YORK

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Devoted to the Development of Motorcycling in America

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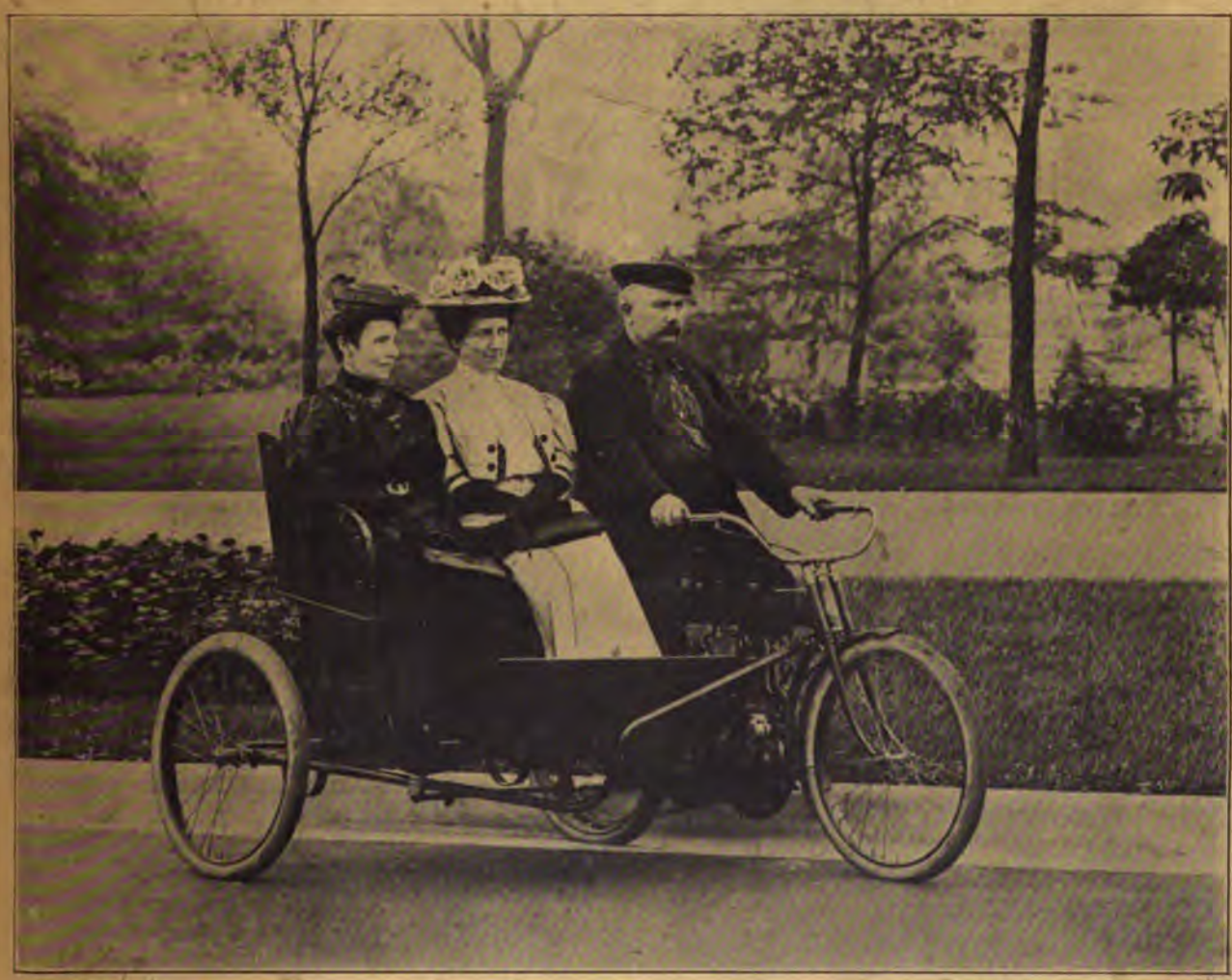

MR. H. G. HARTENSTEIN, PRES. ARMAC MOTOR CO., HIS WIFE AND DAUGHTER, AND THEIR ARMAC SIDE CAR.
(SEE ARTICLE.)

A Trinity of Delight

Indian Motocycle,
Sunshine and Health

¶ Our new sales room will be opened April 1st, we are distributors of these famous machines for Chicago.

¶ Star attraction "Big Chief" with Magneto ignition, come and inspect.

American Motocycle Co.

497-499 Wells St., (Old Western Wheel Works Stand)
CHICAGO, - - - - ILL.

Manson Motorcycles

Have all the good qualities obtainable.

THREE MODELS

3 horsepower, same as cut, 2¾ horsepower and Twin Cylinders, all equipped with Thor Engines. 3 horsepower single and double equipped with 3-in 1 combination tank, spring fork with hardened bearings, low saddle position, long wheel base parts correctly distributed, making properly balanced machines and neat in design.

Send for advance sheet and our agency proposition.

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Motorcycle Tires

BUILT LIKE AN AUTOMOBILE TIRE

MOULDED CONSTRUCTION

¶ The Strongest, Most Servicable Tire Made

Harburg Tire Co.
232 W. 58th St., New York

Telephone 5145 Columbus

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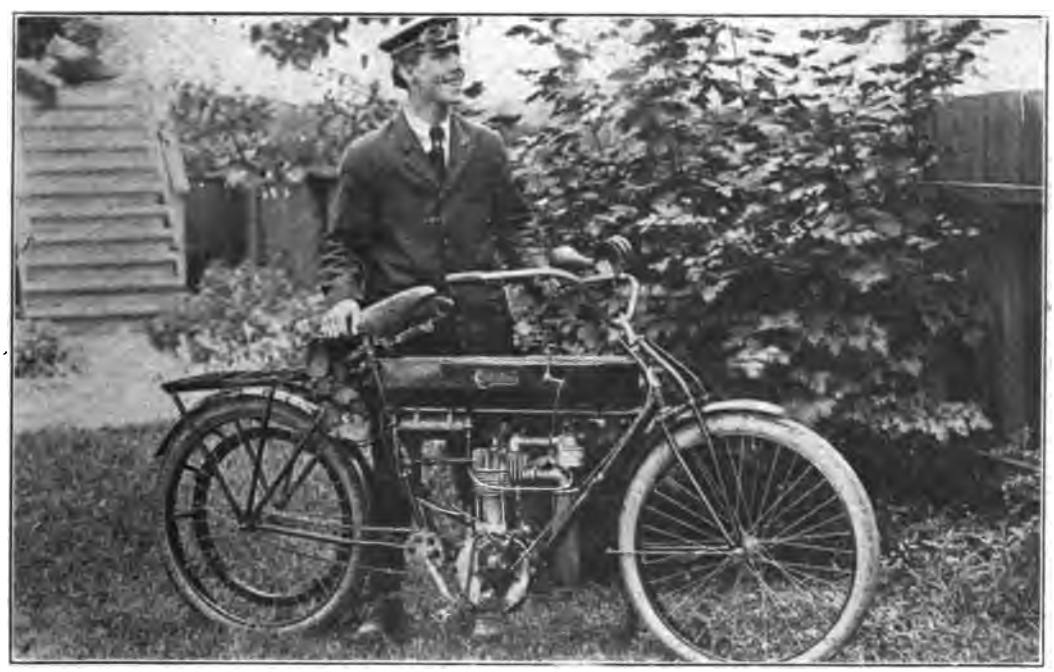


THE SMILE THAT WON'T COME OFF IS THE ONE WORN BY THE RIDERS OF THESE MOTORCYCLES.

The Endurance of American Motorcycles and How to Test It.

A [illegible] the [illegible] the [illegible] the

here last year to ride in our six days' competition, will bear me out in this statement.

Now I would like to ask, Can the American motorcyclist honestly say the same thing? I am constantly in receipt of letters from my American friends who say that the ordinary rider has no chance whatever against certain individuals who "fake" and "dope" their machines for every competition. I am happy to say that "faking" and "doping" is not indulged in on this side; and on behalf of English motorcyclists I can further state that any American who could possibly arrange to come over here at any time to go in our six days' or other trials, would be treated with every courtesy and fairness by his English cousins, and I am sure he would go back to America, as Mr. Hastings did last year, with the avowed intention of coming over here again.

I certainly trust that the F. A. M. will remove any obstacle which might deter the American amateur from competing on this side. It seems to me that it is only international courtesy for a governing body of one country to comply with the rules and regulations of a foreign body when its members compete abroad. Yours truly,

W. H. Wells.

NORTHWEST ITEMS.

Motorcycle races will be started in Spokane next spring and will be made a feature of the track sports during the season. Spokane cycle concerns operating in eastern Washington, northern Idaho, northeastern Oregon and western Montana announce that everything possible will be done to encourage a number of clean races which they will endeavor to pull off for the sake of sport alone. Prizes will be offered and the ultimate plan will be to arrange a series of road races between Spokane and Cœur d' Alene, Idaho, thirty-four miles.

The 1908 Indian motorcycles reached Spokane recently and were viewed with interest. Local dealers already have a number of good prospects in sight.

Mr. F. M. Bailey, of 920 South Tacoma avenue, local agent in Tacoma for the Indian motorcycle, has made a number of sales during the past year, one being purchased by Miles Edgerton, county school superintendent, who covers each week several hundred miles and states that it has already paid for itself and has yet to fail him.

The N. S. U. Motor Co.'s headquarters (Mr. E. Kicherer, vice-president), 206 W. 76th street, west of Broadway, New York City, which is now the center of "Motordom," are now ready to receive calls from all motorcyclists. They have on the ground floor a large show room, well stocked with N. S. U.'s singles, twin-cylinders, etc., ready for prompt shipments. Back of the show room is another large room, which will be used as a repair department. Both these rooms will be looked after by our old friend, Mr. MacLaughlin, who is ready at all times to give intending purchasers full information on the N. S. U. Located on the floor above is the general office and stock rooms, which contains various parts which make up the N.S.U. Hereafter riders of the N. S. U. can get parts here without delay.

A MOTORCYCLE TOWN.

Riverside, Cal., which by the last census is credited with slightly under eight thousand population, is unusually strong as to motorcycle enthusiasts. According to the municipal statutes each machine must be registered at police headquarters, and at last accounts there were eighty-six actual owners in the town, with a number of prospective purchasers still trying to make up their minds as to which machine is the best for their money. A club and adequate club quarters are now taking shape, and the new organization will take part in the races to be held at San Bernardino on April 5.

CAN SHIP MOTORCYCLES CHEAPER TO DENVER NOW.

Under a ruling of the interstate commerce commission made by Commissioner Prouty, shipments of motorcycles from St. Louis and Chicago to Denver can now be made at the same rate which applies to the shipment of bicycles. In the past the motorcycle rate has been excessive, in the opinion of the commission. In its petition the Merchants' Traffic Company also mentioned the rates of shipment on cameras and accessories, but the commission decided that the rates, while high, were not excessive.

"OVINGTON GETS A COMIC POSTAL."

[illegible] CREDIT ASSOCIATION.

[illegible] automobile industry [illegible] most telling work [illegible] the public in and [illegible] conditions are [illegible] the Credit Association [illegible] made up of prominent [illegible] members banded together [illegible] against unscrupulous [illegible] credit, is the best [illegible] in the trade. It is [illegible] gain, as some have [illegible] operative, being officered [illegible] gratuitously. It is [illegible] in the industry, [illegible] manufacturers and wholesalers [illegible]. Last year the [illegible] for its members [illegible] doubtful accounts. [illegible].

[illegible] recently enrolled [illegible]

[illegible] New York Firestone Tire [illegible] Firestone Tire & Rubber [illegible] Electric Storage [illegible] Battery Co., Chicago; Battery Co., New York; Western [illegible] Western Electric Co., [illegible] Chicago; the [illegible] and Engine Mfg. Co., New York; Rand [illegible] Siemens-Lureay Co., [illegible] Wheeler & Schebler.

[illegible] Speedometer, Fred [illegible] Stanton Rubber [illegible] of the board of [illegible] Diamond Tire [illegible] Car Equipment [illegible] Electrical Supply Co., [illegible] Electric Light Mfg. and [illegible] Starter, George [illegible] Treasurer. The offices [illegible] Broadway, New [illegible].

PERSONS MOTORCYCLE SADDLES

[illegible] Persons Mfg. Co. [illegible] one of the few manufacturing [illegible] whose experiences [illegible] manufacturing have more [illegible] whose business success has [illegible] different lines of [illegible] bicycle saddle [illegible] first [illegible] Eagle the [illegible] was [illegible] improvements [illegible] and [illegible] the [illegible] Persons [illegible] a number [illegible] introduced [illegible] Persons [illegible] has been on the market for fifteen years. Also the well-known Duck brake owned by the New York Sporting Goods Co. is made by the Persons Company, thousands of which annually find their way into foreign fields.

A Motorcycle Illustrated man was shown through the Persons plant in Worcester a few weeks ago, and was compelled to comment upon the ceaseless activity on all sides. Noting work in the model room on several articles not yet in the market, the traveler remarked that there were not many signs of hard times apparent nor did it appear that finality had been reached in anything.

"But it has," replied Mr. Persons, leading the way back to the office. "It was long ago demonstrated that the best form for a rolling wheel was round. Also the old-time beliefs that a setting hen lays no moss, and that a rolling stone is hard to hatch are now accepted as facts, even in Missouri.

"While we now admit finality in the principal of our American motor seat compound springs, many of their characteristics are so subtile as to escape casual observation. This makes them all the more interesting, especially to your empirical readers. Perhaps they would like to know the isms and the ologisms; why this part is what it is and the other is that."

To all of which the traveler cheerfully subscribed.

"Well," continued Mr. Persons, "more grey matter has been developed and wasted on vibration annulling devices than on all other features of the bicycle combined. It started with the velocipede and the substitution of leather tires for iron, then evolved rawhide, rubber and the pneumatic. Long before the latter came spring frames were being evolved by the score, and the thinkers are still at it in connection with the motor bicycle.

"Along with them the bicycle saddle has done its share toward supporting the patent office and bankrupting some people. We have in our files copies of 515 patents issued on saddles in this country, while probably double that number of applications were filed and then abandoned for one reason or another. Therefore, it would seem a reasonable conclusion that the limit in bicycle saddle spring design had been reached long ago. Yet this is not true, for the greatest step that the art has taken is now known in the trade. Strange to relate, the basic principle was evolved some twenty years ago in Birmingham, the Birmingham (England) saddle manufacturer who, in seeking to provide a tricycle seat with a suitable seat, swung extension springs from the underframing of the seat and carried the weight of the rider to this pair of springs through a pair of crescent-shaped rods, which, leaving the seat pillar, curved outwardly, downwardly and in again and connected with the extension springs at their lower ends. This saddle was patented in the United States in 1888 seventeen years ago. From time to time since that date, and especially since the appearance of the safety bicycle, saddles have appeared the inventors of which have sought to bring the principle referred to into a better form of construction, but we believe we are the first to produce a perfect one in all details.

"A clear understanding of the methods through which our duplex compound springs combine all of the good features known to the art of spring designing and yet eliminate the defects which have appeared in saddles of somewhat similar appearances, may be easily obtained. Primarily such a saddle is intended for a motorcyclist who uses it for comfort, and who carries nearly all of his weight upon it. Such a rider on an ordinary coil spring saddle, when passing over an obstruction or at full speed over inequalities of the road, is subjected to a diminishing series of five to seven bounces or 'rebounds,' according to the size of the obstruction encountered or the speed at which he is travelling. This is known to all riders. On the same saddle when riding over cobblestones, Belgian block, or a really rough road, he is subjected to similar vibrations which, while less in degree, are far greater in number and sometimes come so fast as to make one's teeth chatter.

"In our motor seat this 'rebound,' or vibration, according to the size or the number of obstructions encountered, is annulled or absorbed within the springs in the following manner: Each pair of springs, the upper and lower, differs from the other in diameter of coil, diameter of wire, pitch of coil, direction of coil, length of wire in coil, and direction of action spring. When under load the upper springs are in compression, and they in turn extend the lower springs, putting them in tension. Neither pair of springs being in "tune" or sympathy with the other, owing to their differing in every detail and dimension, neither will transmit the blows or vibration received by the other. Thus when the cycle traveling at speed passes over an obstruction, the underframing of the saddle is made to approach the rider, but the machine instantly returns to its level, without the rider having been disturbed or 'rebounds' following. In event of an extreme rise being taken by the wheels of the machine and the girder brackets being made to reach the base of the upper springs (the compression), the resilience of these springs remains to protect the rider against jar. Normally, however, the lower springs will be distended from a half to one inch and the upper springs compressed about three-eighths of an inch, according to the weight of the rider. The gliding sensation afforded by these compensating springs is such that some riders who originally complained of bad effects from vibration have been enabled to continue the sport with only beneficial results."

More chat followed, and Mr. Persons promised at an early date to give us further data on specialties they are developing for motorcyclists, and which we hope before long to lay before our readers.

DENVER MOTORCYCLISTS GET TOGETHER.

There are said to be no less than 650 motorcycles in Denver, and an effort is now being made to round up the majority of their owners for the formation of a club—a real club from every standpoint. It is planned to rent a fine residence property, fit it up as a modern athletic club, with shower baths, billiard room, shelter for at least one hundred machines and other conveniences. While a social organization is mainly aimed at, a track team will be picked to meet riders belonging to clubs in other cities, and a race meet will be held. A program of runs is also to be arranged.

T. A. Cooper and His Armac.

I beg to refer to your article on page 333 of December issue which has brought to mind the task of transporting a heavy coaster sled about nine feet in length to and from the toboggan slide about one-half mile

distant from our home and on January 12th, 1908, I conceived the idea of attaching a wire rope to the "Armac" as a means of locomotive power and the novelty inspired the thought that my "Eastman 3A Folding" would produce a picture well worth the effort and I enclose herewith one picture showing my brother

"George" steering the sled at Washington Boulevard and Homan avenue (near Garfield Park); also a picture (somewhat blurred on account of the absence of sun) to show that the motorcycle was equal to the test—hence the novelty of my pictures, which are respectfully submitted for your kind consideration.

T. ARTHUR COOPER,
Chicago, Ill.

MOTORCYCLE FEVER STRIKES AKRON, OHIO.

The motorcycle fever seems to have struck Akron this year with the first of the balmy breezes of spring, and a considerable number of the two-wheeled automobiles are to be seen about the streets. As a usual thing, the users of motorcycles are young men, but there are exceptions to that rule in Akron, and a number of older persons locally are trusting themselves to the noisy and swift little vehicles.

Motorcycles are used instead of bicycles in Akron with especial favor because of the many sharp hills there are to climb in this city.

[illegible] AT THE BOSTON AUTO. SHOW

[illegible] Boston [illegible] was a [illegible] were [illegible] of March 7 for [illegible] one of [illegible] to the [illegible] were opened [illegible] was very dif- [illegible] the exhibitors [illegible] was Japanese [illegible] manager of [illegible] for the present

[illegible] were held in [illegible] to be of [illegible] Furthermore, [illegible] the country [illegible] and the [illegible] and the [illegible] [illegible] were [illegible] as far as [illegible] the New [illegible] Who would [illegible] at the [illegible]

[illegible] that it was a [illegible] of the right [illegible] and the

[illegible] seem that coming first before the [illegible] season is held the results from the exhibits [illegible] and from the standpoint of the visitors [illegible] that could be expected. The country [illegible] over the worst part of the financial depression [illegible] on account of the magnificent weather [illegible] at the time the show was held, turned its [illegible] towards the automobile.

[illegible] our readers are concerned the motorcycles represented at the show will no doubt interest them most. Right here let us say that Boston in particular and New England in general, is most [illegible] taking up on the question of motorcycles. Of late Boston has been rather backward in taking to the motorcycle. To be sure there have been a good many [illegible] here, but in proportion to the population [illegible] fewer than many other cities of the country. Now Boston can boast of a motorcycle club devoted exclusively to the motorcyclist, and not part of a bicycle club. Furthermore, the motorcycle manufacturers and dealers who exhibited received unusual enthusiasm at Boston.

Our friend Sherman was of course on deck with his light, and its beams shed a brilliant radiance over the section where the motorcycles were [illegible]. The model that attracted the most attention in the light exhibit was the twin cylinder with magneto ignition. This was a long wheel base machine and had a decided foreign appearance.

The American Motor Co., of Brockton, Mass., had an unusually complete line of Marsh-Metz machines. The big two-cylinder model attracted much attention on account of its racy appearance. Without any doubt the M. M. has more improvements this year than almost any other motorcycle. Their machines are particularly popular in New England.

The Thor motorcycle was very much in evidence at the show. The sectioned model of the transmission gearing and the spring fork were exhibited and excited no little attention.

[illegible] Livingston was of course present with his big four. The new 1908 [illegible] model, as he calls it, attracted much attention. After May 1st the Livingston Company state that they can deliver the [illegible] big four machine with a 5-horsepower engine instead of a 4½-horsepower, a 20-inch frame instead of a 22-inch frame and equipped with an extra large magneto, larger holes in the gasolene and oil tanks and extra heavy clincher rims and tires especially constructed to stand the poor roads in this country. The L. N. Company had no intention of putting out this model at the time the 1908 model was announced at the New York Automobile Show in fact Livingston will call it 1908 ½ model.

The Indian machines were well represented, and [illegible] Mr. Hendee talked "shop" with the enthusiastic host-mans. Mr. Hendee not only exhibited the single and twin-cylinder Indian, but also a tricar and delivery van as well. It is unnecessary to say that much interest centered around the Indian booth.

The R. S. exhibits not only included motorcycles but bicycles as well. This company staged more machines than any other, if the bicycles are taken into consideration.

The Excelsior Supply Company of Chicago exhibited to advantage the New Excelsior belt-driven machine. This is a comparatively new arrival and has already received much favorable criticism. The machine is an unusually comfortable one to ride, and is solid in appearance.

Buffum, generally known as "Buff," was right at home in Boston with his Merkel. The Merkel of to-day and the Merkel of a couple of years ago are two entirely different machines. The present day model is decidedly modern in appearance, and Mr. Buffum states that wherever possible they are sending out machines with magneto ignition.

The Reliance is a light weight $125 machine that would appeal to a certain class of people. Many who cannot afford the price of a regular motorcycle will be glad to learn that the Reliance make a machine at so low a figure.

The Crouch, which is made in the vicinity of Boston, was also on exhibition. This machine is well known, particularly in New England.

The editor of MOTORCYCLE ILLUSTRATED canvassed the managers in charge of the motorcycle exhibits as to business done at the show, and practically without exception a good business was reported. Mr. Hendee stated that he had closed several orders. Sherman placed several of his machines in Bean Town and vicinity. "Buff" stated that he had done a good business, while Ovington closed four sales at retail on the last day, as well as reporting a good business all the week. All in all the exhibitors voted the show a big success.

OVINGTON ESTABLISHES A BOSTON AGENCY.

Mr. W. F. Mann, of the W. F. Mann Motor Co., of Yonkers, N. Y., has, during the past year, represented the F. N. in his home city. He came down to the Boston Automobile Show to size matters up and was so favorably impressed with the enthusiasm shown that he has decided to open up a motorcycle establishment in Boston and handle the F. N. Big Four and possibly one or two other machines.

Mr. Mann is one of the old timers and is well known and liked, not only in New York where he has been for some time past, but also in Boston and over the whole of New England. Boston was his home before coming into New York State, so that when he returns he will be perfectly at his ease. It is Mr. Mann's intention to plunge pretty heavily in this venture and open up an establishment in Boston that will make them sit up and take notice. He has already leased his store at 1000 Boylston street, and he expects to formally open his establishment about April 1.

R. S. ESTABLISHES A BOSTON AGENCY.

The R. S. have transferred their agency in Boston, Mass., from Motorcycle Specialty Co. to Mr. Alonzo D. Peck, who will represent all the R. S. motorcycles, including their single, twin cylinders, tandems, tricycles, etc., as well as the Reading-Standard bicycles.

THE STORY OF A PIONEER.

TANDEM motorcycles for lady and gent are so rare even in these later days that those now in existence are truly pioneers. My wife and myself have ridden one for two seasons and it has given us more pleasure than anything else we could have purchased for many times the money it cost. Our tandem was "home built," but from standard Thor parts throughout, so that we have no trouble on account of its being a special built machine—1¾-horsepower engine, chain drive, 7 1/3 gear ratio, 72-inch wheel base, 2-inch tires, gasoline capacity 115 miles, lady in rear on drop frame, rear handlebars stationary, both riders help pedal, rear crank hanger raised 3 inches above front one.

C. V. ARMSTRONG, FULTON, N. Y.

(Do not take this for a "write up," for we have no interest in any special machine, but we would like to meet a tandem once in awhile next summer on the road. They will certainly be largely used for pleasure some time.)

With this outfit we made one day 112 miles over our country roads here, which are of the "unimproved" variety, where hills, stone, sand, ruts, etc., abound in unbridled profusion. Yet over these roads we have enjoyed it immensely. It is a sport of which we never tired. Our average Sunday ride was 50 to 75 miles, and was always full of interest. Of course we nearly always went visiting somehere, and the tandem is always welcome wherever it goes. One place I made 20 miles back and forth over a half mile stretch of good road just taking the boys and girls riding. Don't think for an instant that if you had a tandem the girls would be afraid to ride. In fact, it is almost impossible to keep them off it, and they want to ride fast, too. My record speed against time, 28¼ miles per hour, was with a girl weighing 130 pounds.

My wife and I have been from 25 to 45 miles in all directions from here except the lakeside. We are by this means acquainted with all the main roads on all sides of us, and have been in more than one hundred towns by actual record in the surrounding country. Now this is visiting some, and we come back every night, too. We never made a

two-day trip, except when we went to Buffalo, and then we stayed a week. They have good roads up there.

Sometimes we spend an hour talking over the scenes and incidents of the trip when we get home. My wife can always tell me lots of things that I failed to see. She has a chance to look around most of the time, and I catch only fleeting glimpses.

Next summer we will carry a camera, and by fall we will have a collection of views that will be of lasting interest. We know how to go after them now.

There are eleven motorcycles in this town, but none of them do any such cross-country riding as we do. Why? Just this: the single machine is too lonesome. If you will stop to think you will realize that it is against the principles of pleasure to be alone anyhow. All our games and sports are arranged for, and are enjoyable principally on account of our companions being with us. The fact is you cannot get half the pleasure out of your motorcycle when out for pleasure riding that you could if a friend was riding on the same machine with you. Of course, the tandem attachment is much in evidence nowadays, but we all know that it lacks a little of being perfection. It throws too much weight on the rear wheel for one thing, and makes harder steering for another. It is also practically out of the question for ladies to ride with ordinary dress. Then, too, the rear rider cannot help start the machine. This last fault is alone enough to sicken one of carrying a companion on the tandem attachment. All these troubles are due to the fact that the single motorcycle cannot be built to carry two as well as one. But our tandem, or any other properly designed, does away with all of these aforementioned faults. The weight is properly distributed on the wheels, and the steering and balancing is so easy that I have repeatedly ridden narrow places along the road where the single pump wheel would not stay. Someway there is a peculiar stability to it that I can deepnd on. I know what it is going to do, as it were.

I will mention, in hopes of benefiting someone, a trouble that took me eighteen months to discover the cause of. When riding with my wife I could ride in almost a perfectly straight line, but with some new rider on the rear seat I could not keep from "wabbling." However, I finally discovered that the trouble was the way the rear rider hung on the rear bars. It is necessary that the passenger let he machine sway under him and not try to keep himself rigid with it. This is the whole secret. All I have to do now is to mention this to a new rider, and I seldom have trouble.

The third objection to the tandem attachment is overcome by introducing the drop frame construction in the rear. The way this is done makes it practically as strong as though it were not "drop." Right here let me say that a tandem cannot be a success unless the "driver" is in front. He must be where he can see the road without peering over some one's should and where he can do his best. If you are whirling along at a 20 or 30-mile gate with some friend or loved one trusting to your skill you feel as though you wanted pretty near full control of the machine, and the only place to get this is "up in front." Another thing, I would feel like a coward or a hypocrite, or something, to ask a lady to face the dangers incident to motorcycling and me take the back seat. This was all right on the old pump tandem, but that was c hild's play. Motorcycling is a life of continual excitement and good quality of excitement, too, and this is what we modern Americans demand.

Possibly you think if you were riding a tandem you would not be riding at top speed much and you certainly would not much unless you have better roads than we have around here, but you will find that your average gait is faster than that of the ordinary small automobile and this alone will give chance for many a lively sprint. It is also fun to discover a horse and wagon ahead, as far as you can see perhaps, and notice how quickly you can catch them, and then get out of sight of them. It doesn't seem to make much difference which way they are going either.

The designer of our tandem built two, and the first one—his own—built in the winter of 1902-3, is still running in the beautiful city of Buffalo, N. Y. He has run it, to my own knowledge, not less than ten thousand miles, and probably nearer twenty thousand. As far as we have been able to discover there are as yet no other tandems of this style (with lady in rear) in this part of the country except his and my own. G. H. Curtis advertised in 1905 that he would build them, but he certainly never catalogued them.

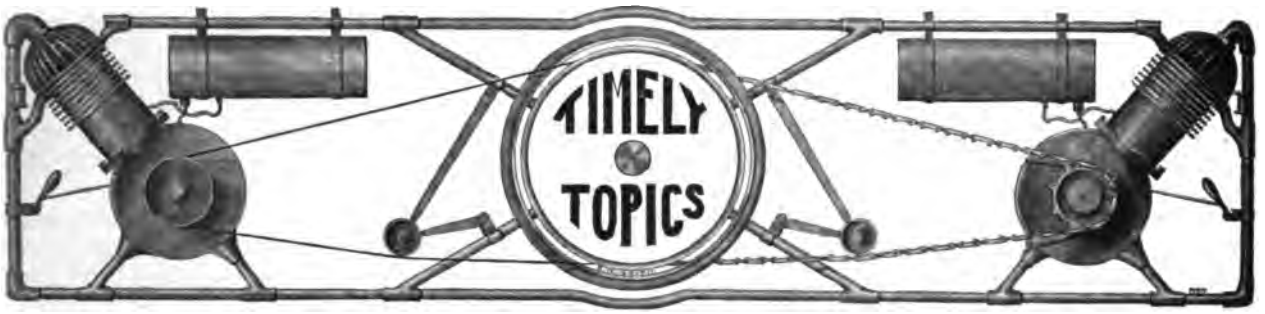
I hope to see many tandems running in a few years more, and I know that when the boys do once get to using them, the tandem will become a regular line for the manufacturers. To all who may be yet lucky enough to own one, let me say that the time of your life is then due.

NO "EXHIBITION" MOTORCYCLE RACES.

The Federation of American Motorcyclists, through the chairman of its competition committee, Roland Douglas, has very clearly expressed itself in the matter of so-called "exhibition races," such as the "contest" perpetrated at Kansas City at the close of the recent six-day bicycle racing.

On that occasion Jimmy Hunter, masquerading as Gus Lawson, was pitted against a Kansas City amateur, with the full knowledge of the manager of the races.

"There is no such race as an 'exhibition race,'" says Mr. Douglas. "In such events the results are fixed and prearranged, and are therefore dishonest. However lacking in wrongful intent the promoters and participants may be, the fact remains that such a race is a fraud on the public. The F. A. M. rules are particularly clear regarding prearranged events, and are as definite respecting the punishment to be meeted out to the principals in and the aiders and abettors of fixed races. As an 'exhibition race' is a fixed race, that form of sport must be stopped, and we mean that it shall be stopped, whether the men involved are amateur riders, professional pacemakers, or plain, ordinary fakers."



The Evolution of the American Motorcycle.

BY EARLE L. OVINGTON.

HAVE said so much against the American motorcycle and so much in favor of foreign article that perhaps a few remarks favoring the American product will not be out of place.

Any one who has followed the evolution of the American motorcycle cannot but fail to acknowledge that American designs have made greater strides towards the attainment of perfection in their 1908 models than in any previous year. Up until 1907 the general run of American motorcycles were of a certain class far from that in which we find the latest designs. I do not mean to imply that there were not several well-designed machines in America previous to 1907, but I do state that the American motorcycle previous to that period left much to be desired. Hardly a rider of any experience but who could criticise his mount and point out many improvements w hich could be introduced to increase the efficiency of his machine. American designers and manufacturers sold their entire output, so why take the trouble to improve their machine? The result was that one or two manufacturers set the fashion and the rest of them followed like so many sheep. They did not have the courage or experience required to branch out in new lines and really improve upon their competitor's product.

Let us examine some of the latest developments in American motorcycles. In this article I have chosen three prominent machines to illustrate my remarks as representative of 1908 practice. Each of these three machines has practically the same prominent characteristics with the single exception of the transmission. All three models have the vertical engine, except that in the twin-cylinder model one cylinder must necessarily be inclined. All three have truss frames—that is, employ two horizontal bars. The tanks of all three machines are set between the two horizontal bars of the truss frame. Each of the motorcycles in question has efficient spring forks. Each machine has the space immediately over the rear wheel free so that a luggage carrier may be attached in order to carry necessary articles when touring. In each machine the engine is set well forward so that the center of gravity of the machine is not concentrated over the rear wheel, and the engine is in such a position that the cooling air strikes it in a proper manner.

The Excelsior differs materially from the machine ordinarily seen in America. In fact if you did not know this was an American machine a well-informed critic might think it was made on the other side of the water. I do not mean to detract anything from the credit due the designers of this motorcycle when I state that this machine has a decidedly foreign appearance. The engine is hung low, so as to bring the center of gravity as near the ground as possible. The frame itself is so low that the feet may be placed on the ground when sitting in the saddle. The handlebars are long and springy and those shocks not absorbed by the spring fork are taken up very largely by these unusually sensible handlebars. That long, substantial-looking lever is used to adjust the idler pulley as it acts against the belt and by means of this lever the belt may be slacked off so as to obtain a free engine. To be sure, the machine is not a light, dainty little affair, which may be carried with ease up and down a flight of stairs, but it is put together to stand the racket and give satisfaction to the user. With such a machine a person could start on a trip and be comfortable.

The Thor twin-cylinder has many points which place it in the foremost of American machines. The spring fork is unusually heavy and substantially made. Many American forks up until this year were spring forks in name only, but this is a decided improvement over its predecessor. The transmission is unique in that it is a combination of gear and chain. It has a pinion on the crank shaft of the motor that engages with an internal spur gear upon which is mounted a sprocket and from this sprocket there is a chain that runs to the rear wheel in the usual manner. A great feature in this design is that the gears run inside of the crank case of the engine, and are therefore proof against dust and moisture and are always properly lubricated.

It does my heart good to see that little magneto

nestling just behind the engine. Contrast this efficient little affair with the usual unsightly ignition apparatus composed of the batteries, induction coil and ignition wires. And when it is considered that the little magneto requires practically no attention and gives from eight to twelve times the quantity of current delivered by a battery, it must be acknowledged that there is no comparison between the two.

The handlebars on this machine deserve attention since they are different from any handlebar ever seen on a machine in this country. The bars start from the head of the motorcycle and are perfectly straight and form a "T." I have had the pleasure of riding this machine and this form of handlebar is unusually efficient and comfortable.

The third sample of American motorcycle is known as the Light. Here again we come to an efficient spring fork and not an apology for one. In addition to this spring fork there are long rubber grips on the handlebars which tend to absorb any vibration not taken up by the fork itself.

The model shown in the illustration employs battery ignition, although the manufacturers will give you a magneto as an option. The method of attaching the batteries deserves particular attention. The three cells of battery, instead of being put in a special case, are laid on a board which is held in position in a recess in the gasoline tank suspended and braced between the two horizontal bars of the frame. In this construction the batteries are hidden entirely from view, may be examined or replaced at short notice, and it is not necessary to have a particular cell of dry battery. The only evidence of the ignition is in the induction coil just behind the motor and every one will acknowledge that so placed this apparatus does not detract materially from the appearance of the machine.

The transmission is practically the same as the case of the Thor motorcycle. In fact the motor itself is a Thor motor and is therefore made by the same concern. And while I am on this subject I should like to make a suggestion. Abroad the driving chain of bicycles has been covered with a chain case entirely enclosing the chain, and thus preventing dust and moisture from getting to it. It would be practically impossible to employ such a case on the ordinary chain driven American motorcycle owing to the fact that a counter shaft is used and two chains employed. With the type of construction employed in the Thor machine it seems that it should be an easy matter to put a chain case around a chain and not only protect it from dust and moisture but possibly run the chain in oil. If there is any construction where this could be done easily it is the present one, and I do not think it would be a difficult matter to rig a chain case up the machine as it is at present. Possibly the manufacturers of this machine have given this matter some attention as they are unusually progressive and up-to-date. One of the greatest disadvantages of a chain is the fact that it takes up a good deal of dirt and holds it, which results in a loss in efficiency and loss of life for the chain itself. By enclosing the chain in a dust-proof casing and possibly running it in oil one of the greatest disadvantages of the chain would be overcome and the transmission of power very much simplified. Of course if a chain broke inside of a chain case, it would be liable to make quite a disturbance, but with the heavy roller chains employed and efficient stopping devices used this should practically never occur. Furthermore, celluloid cases could be used, and if broken, replaced at small expense.

I think that the American manufacturers in general deserve great credit for the wonderful strides they have made in the designs for their 1908 machines. Nearly every American manufacturer will give a magneto as an option, and almost every machine is fitted with an efficient spring fork. In several cases the spring fork is not as resilient as it might be, but it is a decided improvement over the one previously in vogue. The practice of trussing the frame—that is, using two horizontal bars—is almost universal, and is to be recommended, as this construction of frame is much stronger than the usual diamond shape. Too many American machines have broken on the upper horizontal bars, and it is a wonder that more serious accidents have not resulted. With the double bar construction the likelihood of a break occurring is greatly lessened. Taken all together, both from the standpoint of appearance and from the standpoint of the rider, the American motorcycle for 1908 is a very great step in advance over the 1906 and 1907 products. Too many American motorcycles previous to 1907 looked like bicycles with pieces of apparatus clamped all over the frames. The 1908 models look as if the designers started out in the first place to build a motorcycle and left all thoughts of a bicycle behind.

The new Torpedo motorcycle manufactured by the Hornecker Manufacturing Co., Geneso, Ill., is quite a remarkable machine and differs from others on the market. It has a decidedly foreign appearance, and in fact is fitted with a foreign engine. The engine supplied is the Antoine 4-horsepower and has mechanically operated inlet valves. The carburetor is a special Shebler made especially for this machine. The motor is hung low, being only five inches from the ground, and the machine is fitted with the new Torpedo spring fork. The drive is by means of a chain which runs directly from the motor to a compensating sprocket on the rear wheel. The wheels are 26-inch instead of the usual 28-inch wheel, which again conforms to the foreign practice.

Particular attention is called to the substantial method of holding the motor in the frame and the low position of the center of gravity of the machine. Like the other machines, the frame is trussed and the tanks are firmly placed between the two horizontal bars. The oiling is by means of a force feed oil pump placed in a vertical position at the side of the tank and so fixed that it can be easily reached while comfortably sitting in the saddle. Following the practice of foreign machines, the inlet valve is lifted by means of a Bowden wire operated from the handle bar. The Tor-

pedo machine, as a whole, is a powerful roadster and is representative of the magnificent line of machines that the Hornecker Company have recently placed upon the market. In glancing over their catalog, I find machines ranging from their light roadster at $190 up to their 5-horsepower twin-cylinder model at $275. The Hornecker Company have been quick to realize the advantages of the side car, and they show two models in their catalog. One is a side car chair attachment to be used in connection with a motorcycle, and is an ordinary passenger vehicle, and the other is a combination motor delivery suitable for holding packages for delivery. It would pay all those who are interested in motorcycles to look over the very interesting catalog published by the Hornecker Motor Manufacturing Company.

THE DISTRIBUTION OF WEIGHT AND ITS EFFECT ON A MOTORCYCLE.

BY R. D. BUELL, A. I. T.

THE position of the rider on a motorcycle is one of the most important features of the machine's design, and one that is often neglected by designers. As the motorcycle is a development of the bicycle, it was natural that the first machines followed closely the lines of the foot propelled vehicles. The rider's position on a bicycle must be such that he can exert his weight upon the pedals with the least fatigue, consequently the pedals were placed almost directly under the saddle and the latter was adjusted in height so the rider could stretch his legs.

This is practically the position which was adopted upon the early motorcycles, the handlebars being shaped to enable the rider to sit erect. These machines were of light weight and low power, and were all right on dry roads, but as one rider rather aptly put it, "As soon as they smelled a wet spot they promptly laid down." This promptness in laying down was quite a disagreeable feature, as, being built so high, it was not often possible for the rider to get his feet on the ground in time to prevent himself from going down with the machine.

Manufacturers soon saw the shortcomings of these early efforts and began building machines with a lower center of gravity and longer wheel base. The lower saddle on these machines made the rider's position much more comfortable, as it approached more nearly a sitting posture. Seeing the advantages of a low saddle position, some, to get it still lower, placed it nearly over the rear wheel. This position was very comfortable on a stand, and when going straight away down a smoth boulevard, but as soon as the rider struck poor roads or tried to turn around he began to appreciate the disadvantages of the position.

In the first place, long handlebars were a necessity, and these made the machine very awkward to handle, especially in making turns on short radius. Handlebars should only be long enough to give the rider good leverage over the front wheel and to bring his arms into a comfortable position.

Another bad quality makes itself manifest when rough roads or street car crossings are encountered. The front wheel exhibits a tendency to jump around most disconcertingly, and if the rider is not careful on bad country roads he may find himelf in the ditch wondering how he got there, when really his front wheel was to blame. This is due to the fact that the weight the two wheels have to carry are not correctly distributed between them. Riders have probably noticed that they have to have their rear tires much harder than the front, and that on a hard bump the rear wheel will receive the greatest shock. A good way to test the good or bad riding qualities of a machine is to take a short ride on it when fitted with an ordinary bicycle saddle. A little test like this will soon demonstrate to one how much comfort lies in a good springy saddle, and just the proper amount of inflation for the tires.

Spring forks appear to increase the liveliness of the front wheel on a poorly balanced machine, and consequently have been depreciated by many, but if the weight of the machine and rider is correctly distributed between the wheels a good spring fork will add 100 per cent. to the riding quality. From a study of the machine abroad it can be seen that the distribution of weight between wheels is given careful consideration by foreign designers. In the majority of cases they have the engine placed well forward and the saddle low and about on a tangert drawn vertically through the front of the back wheel. The pedals are well forward and the rider has a comfortable position for all around riding

That correct distribution of weight is an important factor effecting the riding qualities of a machine has been proven by experiment. A machine that was hard to handle on country roads, due to the position of the rider being too far back, was equipped with sand bags attached to the head. It was found after trying different weights of sand that a load of about thirty pounds increased the ease of handling to such an extent that it seemed like a different machine. It was also noticed that when a load was placed on the luggage carrier over the rear wheel that the machine became much harder to handle. This goes to show that much can be gained by more careful consideration of the problem of balancing a motorcycle against road shocks and attention to the comfort of the rider.

Editor's Note.—This article will be concluded in the next issue.

THE RETORT UNANSWERABLE.

Miss Rice, daughter of the well-known chess expert, Isaac L. Rice, was one of the first American girls to own a motorcycle. The machine was not originally favored by Mr. Rice, and while negotiations were pending, he sent his daughter, who happened to be away f rom home, a clipping telling of a fatal motorcycle accident. By the next mail a letter came back with a clipping headed: "Man Dies in a Theatre." With it was the single query, "Do you intend to keep me from going to the theatre because a man once died there?" And then Mr. Rice gave up.

A MOTORCYCLIST'S EXPERIENCE.

I HAVE just read the last issue of your most valuable publication with great interest. I really do not think there is any thing that gives a person so much real, wholesome enjoyment as a spin through the country in the fresh morning air on a good motorcycle. I am an old rider, and it may be that some of my experiences will be of interest to your readers. I first became interested in motorcycling in 1903, and on inquiring around the Merkel, made in Milwaukee, Wis., was recommended strongly to be a good mount, so May 24, 1904, I purchased a Merkel and immediately became a thorough convert to motorcycling. I have ridden several makes and had much pleasure with all of them. I am the junior member of the firm of L. F. Miller & Son, Danville, Ill., car lot distributors of fruits and produce, and I take one of our routes, making in the neighborhood of 36 towns every week—towns lying around Danville, Ill., from 6 to 50 miles away. I have traveled up to the present time over 17,000 miles over this weekly route, and have had only, I think, three cases where I caused runaways, and in these cases I did all in my power to prevent, and was not blamed except in one instance, which I will here relate.

One hot summer day in 1905 I was clipping along at about 12 to 15 miles per hour when I noticed a wagon about a quarter of a mile ahead loaded high with shock oats. This particular road was not a very good one, there being high weeds on each side of the road, and I could not pass, so I promptly turned off the power about 100 yards behind and began to pedal. This lasted some two or three minutes when I noticed the wagon began to move a little faster and still a little faster, and very soon it developed that the team was running away. In a short distance they came to a cross road and turned at right angle and pitched the gentleman driving the team, together with all the oats, over the short hedge fence, the team continuing for some 100 yards, when the tongue came down sticking in the earth, bringing the hay rack over the mules' backs.

I now noticed they were mules. The gentleman farmer jumped up quickly, thinking I would possibly run away and asked me to wait. I promptly, of course, complied with his request. He was "warm," but I remained cool during his recitation, saying I would have to pay the damages. We went to see what they would be, and found nothing was broken except the coupling pole, for which he wanted more than twice what the pole would be worth new. I told him I would hold one mule while he took the other and rode home for another pole —a little stratagem—and it worked very nicely indeed. Away he went with his wide brimmed hat waving in the breezes, down over a little hill, and I promptly tied the other mule to a post, leaving also ample pay for the pole, and went.

I have often wondered what he thought when he came back. I consider I acted honorably in the deal, for by rights I was not in the least at fault.

On another occasion I was coming from a town about 18 miles out of Danville after night, with no headlight—a very foolish thing to do. I passed a herd of cows at the side of the road and went by all safely but the last one, which ran across the road in front of me. I was going about 15 miles an hour. I went over her back like a frog would jump, and the machine knocked her highness to her knees, but she recovered, and I was not seriously hurt, being able to ride into Danville. On another occasion I hit a mule south of Hillsdale, Ind., after dark, riding without a mule. The mule was hitched to a single buggy, and I broke the right hand shaft of the buggy square, as if it had been done with an axe, and bent the front running gear of the buggy. I slid down the road some thirty feet or more and was not hurt, but this time I bent my front forks and cut the front tire, but I rode on into the next town and there had the forks straightened for 75 cents and temporarily put in an old single tube bike tire on the inside of my Dunlop 2-inch outer case, and went ahead O. K.

I could relate many such cases like all the rest of the riders all over the country.

After the Merkel I purchased a Marsh, then a Mitchell, then a two-cyclinder Curtiss, then a four-cylinder F. N. and last a 6-horsepower N. S. U. (German), with free engine and two-speed gear, and I want to say right here that I have found that a motorcycle driven properly and having proper care is the cheapest transportation known to man. A motorcycle saves a man time, money and health, giving him plenty of good fresh air that our God intended we should breath abundantly. Motorcycling, when the machine is properly ridden, is one of the cleanest sports both mentally and physically in which a man can indulge. May every man in this grand country of ours take to motoring.

Most respectfully,
HERBERT LANE MILLER,
F. A. M. No. 1126.

WHY THE MOTORCYCLE?

"It is not hard to understand the rapidly growing popularity of the motorcycle," said an Eastern manufacturer of them recently. "It is only within the last two or three years that they have been taken seriously, or, in other words, that the motorcycle has been fairly judged upon its own merits. At first it was considered as a mechanical novelty, and the problem merely that of attaching a motor to a bicycle. On the other hand, it seemed to many observers to be only a cheap substitute for a motor car. 'A poor man's automobile' was a flippant definition of the new machine, which was as unfair as it was misleading.

"The fact is, many owners of high grade cars have taken a deep interest in the development of the motorcycle, and have found that keen enjoyment in using it that comes to every man with good red blood who gives the motorcycle a chance to show its paces.

"And so from being considered a hybrid the motorcycle has rounded into a form and class that it is all its own. It really was a thoroughbred from the beginning, although a good many people closed

their eyes to the truth. Now that it has been brought to a high degree of perfection, through the efforts of the best designers in the world, the American buyer has suddenly awakened to the witchery of the motorcycle.

"Of its future there can be no question. For every possible owner of an automobile in this country there are one thousand who can afford to buy a motorcycle, and who are honestly open to conviction on the subject. If only a small percentage really purchase machines, America will quickly lead the world in ownership of the swift and handy 'little fellow.'"

NEW POWER RATING FOR MOTORCYCLES.

The action of a prominent manufacturer of motorcycles in abandoning the use of horsepower rating, may have a far-reaching effect, not only in the motorcycle field, but in all other directions in which the internal combustion engine plays a part. The new system to be used is based upon piston displacement, and many good arguments may be adduced to its adoption. "Horsepower" is rather an elastic proposition, and often becomes a misleading one. Piston displacement, however, is a definite affair, easily figured, and can always be demonstrated to the complete satisfaction of the purchaser, even though he hails from the back range of the Ozark mountains. The most important feature of the new system, however, is that if its use becomes universal, individual excellence of construction will be easily appreciated. If a marked difference is shown in the performance of two motorcycles, whose piston displacement is identical, it will not be hard to furnish the answer.

WHO BUYS THE MOTORCYCLES?

One of the stock questions which motorcycle manufacturers are growing tired of hearing is, "Who buys them?" A Western manufacturer, who has never been able to answer this question to his own satisfaction, has lately noticed that for the past month or two, the majority of his letters of inquiry have been coming from doctors. His first impression was that a mistake had been made in the office records and a recount was made, only to prove that the medical profession more than any other calling is just now leading in the interest shown the new mode of transportation. It must be acknowledged that a motorcycle is an ideal vehicle for a doctor, as it is quick, reliable, and offers the physical stimulant so much needed by brain workers.

New York Motorcycle Club Road Contests for 1908.

The road officers of the New York Motorcycle Club for this year will endeavor to introduce to the ever-increasing body of motorcyclists something new and interesting, such as century, reliability runs and hill climbs. The initial contest for the coming season will be a single and double century. Motorcyclists have long been a good-natured joke with the old guard of the Push Bike Brigade, who thought nothing of riding a century every Sunday. Therefor the double century should appeal to the majority of motorcyclists and should prove to be a very easy task, as the motorcycle of to-day has reached such a perfect state of reliability that the novice may ride hundreds of miles without an adjustment to his mount. The route for the Annual Spring Century will be over the Patchogue and Southhampton course. For those who have entered for the single century the course will start at Bedford Rest and proceed over the Merrich road to Patchogue, where after filling both tanks and stomachs, return over the same course to Bedford Rest.

As the double century will require a longer schedule, it will therefor start two hours earlier and follow the same course to Patchogue and continue through to Southampton and return to Bedford Rest.

Riders who finish either run on schedule time will receive a souvenir of the occasion.

Entree fees will be $1 for the double entree. Blanks with particulars can be had at all motorcycle dealers and repair shops.

Make date of run Sunday, May 10th.

Give an inviting description of the roads and scenery along the course.

Give reason for running single century also.

Mention the chance riders have of a good try-out of their new machines.

The American motorcyclist is to be treated to a contest the coming season, which will surpass all endurance runs previously held in the United States, while the New York Motorcycle Club, who are to run the event have not given out any particulars, the following is an outline of the first 24-hour reliability run held this side of the Atlantic. These long runs have proved to be very popular in England and the Continent, and the club officials see no reason why, with the remarkable perfection of American-built machines, prove as popular on this side.

The course over which the 24-hour run will take place will have to receive serious consideration owing to the fact that the riders will have to ride all night. During the hours of darkness the schedule will be five miles slower than the day schedule.

Already the idea has met with enthusiasm, as three handsome cups have been put up and as many more to follow.

The amateur will have as much of a chance as the trade rider, as there will be two classes, amateur and trade rider.

Also two classes, single and multi-cylinder, and, perhaps, a passenger class.

The last stage of the journey will be an economy test.

Two different routes are receiving consideration.

The event to start Decoration Day, which falls on Saturday, May 30th, and finishes Sunday, May 31st.

A Full Description of the 1908 Motorcycles in Use in America.

Now that spring is, you might say, here, many embryonic motorcyclists are waking up and looking around for a machine. Old veterans at the game too, who intended to stick to their last year's machine for another season, are succumbing to the subtile influence of the greatly improved 1908 models, and trying to find out to which one they will pin their faith and risk their happiness for another season. As the American market has been enlarged very materially during the past year it is quite difficult for the novice and rather confusing even to the "old timer" to decide on a machine. They all have certain points shared by no other motorcycle and each manufacturer claims that their product is the best. Therefore to aid intending purchasers, the Motorcycle Illustrated has decided to print a short description giving the principal specifications of the machines on the American market.

The order in which the machines are pictured or described has absolutely no reference to their merits or worth, and people desiring more information than is found in the following should communicate with the makers.

The Manson Motorcycles.

THE MANSON MOTORCYCLE 3 H.P.; PRICE, $225.

The Manson Motorcycle, made by the Fowler-Manson-Sherman Cycle Mfg. Co., of Chicago, is a Thor part machine and is made in three models, viz.: 3-horsepower single cyclinder; 5-horsepower twin, and 2¼-horsepower. The frame of the 3-horsepower model is of Shelby tubing with special reinforcing and a straight-sided fork with shock-absorbing attachment is employed. The wheelbase is 51 inches and the tires 28x2¼ G & J or Dunlop. The engine equipment is the well-known Thor with internal gear drive and is full 3-horsepower. The tank on the Manson is quite neat, for it holds six quarts of gasolene, three and a half pints of oil and three No. 6 dry cells and is only three and a half inches wide. Oiling is by force-pump conveniently located, and the new Pfanstiel coil furnishes the spark. Spark plug, saddle, tools, pedals, finish, etc., are of the best. The weight is about 130 pounds and a speed of 55 miles an hour is given as maximum. The price complete with any color enamel is $225. Magneto is an extra, and lists for $40.

The specifications of the 3-horsepower twin are the same as that of the 3-horsepower single, with the exception that a two-cylinder Thor motor of 2⅝-inch base and 3¼-inch stroke is used.

The third model with 2½-horsepower motor is similar to the last year's machine, with a few minor improvements which tend toward perfection.

The twin sells for $275.00 and the small 2½ machine lists at $185.00.

N. S. U. Motorcycles.

N. S. U. TWIN CYLINDER.

The N. S. U. Motor Co., 206 W. 76th St., New York City, lists several different models ranging from an 80-pound 1¼-horsepower lightweight to a 6-horsepower twin cylinder forecar with two speed gear, clutch, fan, magneto and other "car-like" attachments. Five different single cylinder models are made and three twin cylinder ones. The specifications of the single cylinder models, except the lightweight, are: 20-inch frame, 24-inch or 26-inch wheels; wheelbase about 53 to 54 inches; girder forgs, 2 brakes, exhaust lift by Bowden wire from handlebar, switch handle, extra wide mudguards; accumulator ignition, tool case and full set of tools. The 2½-horsepower motorcycle is fitted with 2-inch, and the 3 to 3¾-horsepower with 2¼-inch Peter Union or Continental tires; ¾-inch V belt for 2½ to 3½-horsepower machines, and 1-inch V belt for 3¾-horsepower machines. The cylinder dimentions of the various motors and type of the machines are: 2½-horsepower, engine 70x75 m/m., 140 pounds; 3-horsepower, engine 75x75 m/m., 150 pounds, 3½-horsepower, engine 80x80 m/m., 160 pounds; 3¾-horsepower, engine 82x86 m/m., 170 pounds.

Magneto ignition, spring forks, extra strong tires, N. S. U. two-speed gear and free engine clutch, 1-inch V belt instead of ¾-inch for 3½-horsepower machine are extras.

The 75-pound lightweight specifications are: 1¼-horsepower N. S. U. engine, cylinder 62x70 mm., magneto ignition, Simms Bosch, 23-inch frame, 26-inch wheels, 1¾-inch Peter Union or Continental tires, band brake and back pedalling brake to rear wheel, spray carburetter, with gas and air regulation, round leather belt and jockey pulley, wide mudguards, metal tool case and tools; petrol capacity, 1 gallon; speed from 5 to 30 miles per hour.

The cylinder dimensions and weight of the three models of twin cylinder machines are: 4-horsepower, each cylinder 64x85 m/m., 170 pounds; 5½-horsepower, each cylinder 75x75 m/m., 180 pounds; 6-horsepower, each cylinder 75x90 m/m., 185 pounds. The specifications are: 20-inch frame, 26-inch wheels, girder forks, 2 brakes, exhaust lift by Bowden wire from handlebar, 1-inch V belt of 28 degrees, wheelbase 56 to 59 inches. Peter Union or Continental tires (2¼-inch for 4-horsepower, 2½-inch for 5½ and 6-horsepower), accumulator ignition or magneto ignition systems Simms-Bosch are extra.

Thor Motorcycles.

THOR MOTORCYCLE, SINGLE.

Aurora Auto Machine Company, Aurora, Ill.—The name Thor on a motor has for years stood for the best in motor construction, but the season of 1908 marks the first entry of the Aurora Company into the motorcycle trade as a manufacture of complete motorcycles for sale direct to the consumer. The Thor motorcycle is marekted in three models. Two single cylinder machine of 2¼ and 3-horsepower and a 5-horsepower double. As in the past the 2¼-horsepower machine will have the motor set as part of the frame, but the larger single and twin bear no resemblance to their

THOR TWIN CYLINDER.

predecessors. The motor in the latter-named machines is placed verticle in a 21-inch frame and as internal gear drive is employed no countershaft is necessary and the machine is very quiet. Although the single cylinder 2¾v2½ motor is rated at three horsepower, it develops more, and with the improved carburetter and gear-drive is as effective as most motors of greater cylinder dimensions. The tank, which holds the batteries, 1½ gallons of gasolene, and the oil, is made of heavy re-enforced copper and is carried between the top bar and the extra bar parallel to it. Oiling is by force pump and slightly over one quart is carried. Feeling the need of a really efficient spring fork for heavy motorcycles the Aurora firm designed a cushion fork which works on a pneumatic principal with a spring attachment. Of course all machines have double grip control.

For those who want a more powerful mount the 5-horsepower twin will appeal. The general specifications are the same as the 3-horsepower single.

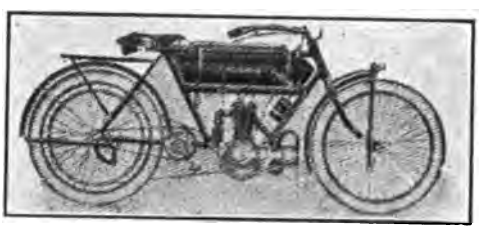
Crouch Motorcycles.

CROUCH MODEL A, 1908, 3 H.P.; COST, $175.

Crouch Motorcycles—Made by the Crouch Motor Co., Stoneham, Mass. The Crouch machine has earned a good reputation for itself by its performances in the past year.

The specifications are: Crouch Model A 1908 motorcycle: Weight, 140 pounds; frame height, 21 inches; 3-horsepower Crouch motor 3 3/32-inch bore and stroke, placed forward; Crouch or Schebler carburetter; throttle control; ignition, coil and batteries; fuel capacity, 100 miles; oil capacity, 100 miles; wheel base, 53 inches; price, $175. Flat belt drive with idler.

Minerva Motorcycles.



MINERVA MODEL B MOTORCYCLE, 3½ H.P.; COST, $240.

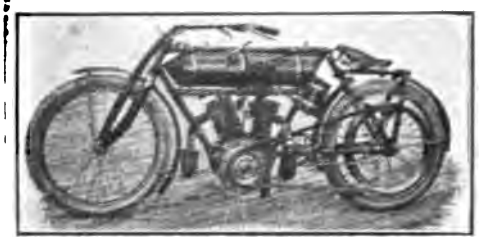
Minerva Motorcycles—Imported by George V. Lyons Motor Co., Broadway and 87th St., New York City. The well-known Belgian firm are ably represented in America by the above firm. Their product is very well known abroad and their line embraces machines of every description, as the following will show:

Minerva Model A motorcycle: Weight, 125 pounds;, 23 inches high; girder front fork and triple head, cushion forks optional; Lycett saddle; 2¾-horsepower Minerva motor, bore 3 and stroke 3; motor placed vertically; control by grip; battery equipment, 2 accumulators; 2 sets of brakes; fuel tank, 2¼ gallons; oil tank, 3 quarts; 54-inch wheel base; wheels, 26-inch, with 2¼-inch Continental tires; price, $210. Distinctive features: mechanically operated valves, Eisemann high tension magneto used in connection with Minerva patent drive, $30 extra. Equipment: detachable foot

rests, luggage carrier and full tool set with box.

Minerva Model B 3½-horsepower motorcycle: Complete weight, 135 pounds; 23-inch high frame; cushion front forks optional· Lycett saddle bore, 3 7-25; stroke, 3 7-25; Minerva motor, placed vertically; grip control; two brakes: general specifications same as Model A; price, $240.

Minerva Model C motorcycle: Minerva twin engine. 4½-horsepower, 2¾x3; complete weight, 160 pounds; seamless steel tubing frame, 23 inches high; cushion front forks optional; grip control; two brakes; general specifications same as Model A. Price, $275.



MINERVA ARDENNES RACER, TWIN CYLINDER, 8 H.P.; COST, $350.

Minerva Ardennes Racer: Weight complete, 190 pounds; 8-horsepower, Minerva twin motor, cylinder 3 1-5x3 3-5, at 45 degrees angle; grip control; gasolene; gasolene capacity, 4 gallons; oil, 2 quarts; 23-inch seamless tubing frame; girder forks; 56-inch wheel base; 26-inch wheels, with 2½-inch Continental tires; V leather belt drive; ground clearance, 4½ inches; speed, 10 to 70 miles an hour; equipment, detachable foot rests, luggage carrier and stand. Price, $350.

Torpedo Motorcycles.

TORPEDO MOTORCYCLE, MODEL B, 2¼ H.P.; COST, $190.

Torpedo Motorcycles—Made by the Hornecker Motor Mfg. Co., Whiting, Ind. The Torpedo is particularly well known in the west, its fame and good name having been gained through hard-won victories in every field of motorcycle endeavor. The specifications of the Torpedo 1908 line are:

Torpedo Model B, motorcycle: 2¼-horsepower; weight, 125 pounds; double top bar; Torpedo patent spring fork; bore, 2 19-32 inches, stroke 3¼ inches; double grip control; transmission, double chain drive on compensating sprockets; ½ inch pitch chain; Torpedo tank, containing 3 gallons gasolene, 1 quart oil; wheel base 50 inches; tires, 26x2¼ clincher; finish, light red. Price, $190.

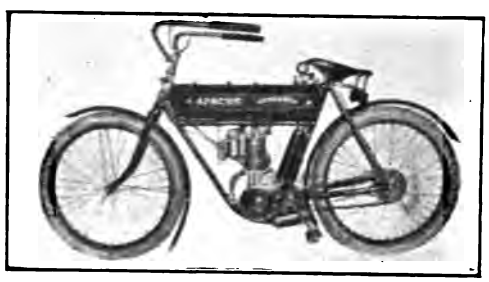
Torpedo Model C, 3-horse-power motorcycle: Weight, 125 pounds; bore, 2¾ inches; stroke, 3¼ inches; Torpedo low loop frame, height, 20 inches; Torpedo spring forks; double grip control; direct chain drive; ⅝-inch pitch chain; Torpedo tank, containing gasolene, lubricating oil, battery and coil; 51-inch wheel base; 26x2¼-inch G & J tires; finish, light red or royal blue. Price, $225.

A twin cylinder 5-horsepower Thor motor is placed in a frame similar to that of Model C and sells for $275.

Torpedo Model D motorcycle: 4-horsepower Antoine motor; bore, 3⅜; stroke, 3¼; motor hung low, 5 inches from the ground; Torpedo spring forks; exhaust lifter and throttle from handlebar; direct chain drive on compensating sprocket, ⅝-inch pitch chain; Torpedo 3 in 1 tank, holds 1½ gallons gasolene, 1 quart oil, 3 standard size batteries; 51-inch wheel base; 26x2¼-inch Dunlop tires; complete weight, 150 pounds. A powerful imported motor. Price, $225.

Torpedo Model E motorcycle: Thor 3-horsepower motor; frame, 18 gage tubing, loop 3 inches from ground; 3 plate solid fork; single grip control; 44-inch wheel base, 26x1¾-inch tires; complete weight, 110 pounds. Other specifications same as Model C. Price, $225.

Apache Motorcycles.



APACHE, 3 H.P.; COST, $225.

Apache Motorcycles—Made by Brown & Beck, Denver, Colo. A western machine with a western name is the Apache, and any western rider can tell of the triumphs of the Apache whose specifications follow:

Apache 3-horsepower motorcycle: Thor motor; Apache style frame; Thor spring forks furnished at extra cost; automatic force feed lubrication; 2½-inch G & J tires and rims; 52-inch wheel base; 2 gallons gasolene, ½-gallon lubricating oil in single tank; ignition, jump spark from three dry cells; double grip control; internal gear transmision. Price, $225.

Thiem Motorcycles.

Thiem Motorcycles—Made by the Thiem Mfg. Co., Minneapolis, Minn. The name Thiem has for years been connected with high-grade motors; but the present year shows the first motorcycle under the name of Thiem. Briefly, the specifications are:

Thiem Model A motorcycle: Complete weight, 134 pounds; 20-inch frame; Thiem 2¾-horsepower motor, situated vertically in a low position in the frame loop; 2¾ bore, 3-inch stroke; Schebler car-

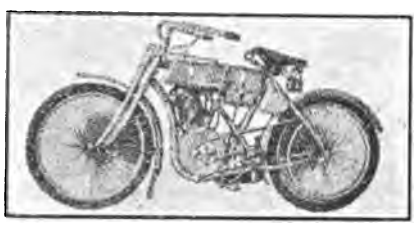
buretter; spark and throttle control; battery equipment, three No. 6 cells; fuel tank capacity, 1 gallons; oil tank, 1 quart; wheel base, 52 inches; 28-inch wheels with 2¼-inch tires. Equipment: Tool bag and tools, pump and repair kit. Price, $175.

THIEIM MOTORCYCLE, MODEL A, 2¾ H. P.; COST $175.

Thiem Model B motorcycle: Weight, complete, 140 pounds; 20-inch frame; Sager cushion front fork; 3-horsepower Thiem motor, vertical in low loop of frame; double grip control; bore, 2¾, stroke, 3¼; ignition by three No. 6 dry cells or magneto extra; fuel tank, 1½ gallons; oil tank, ½-gallon; 54-inch wheel base; 28x2¼-inch tires. Price, $200.

Harley Davidson Motorcycles.

Harley Davidson Motorcycles—Made by Harley Davidson Motor Co., Milwaukee, Wis. The many victories during the past have made the H.-D. machine very well known. The models this year are almost identical with the successful 1907 machine. Specifications are:



HARLEY DAVIDSON MODEL M MOTORCYCLE; PRICE, $210.

Harley Davidson Model M single-cylinder motorcycle: Price, $210; weight, 148 pounds; 20-inch frame; Sager special cushion front fork; motor, 3¼-horsepower, 3⅛-inch bore and 3½-inch stroke, placed in loop of frame; grip control; battery equipment, three No. 6 dry cells; 1¾-gallon fuel tank and 1-quart oil tank; wheel base, 54 inches; tires, 28x1½ inches front and rear; belt drive. Special features: Extra wide mud guards of special design, large muffler with cut-out, low frame.

Harley Davidson two-cylinder motorcycle: Price, $275; weight, 174 pounds; 6-horsepower motor; 3⅛-inch bore and 3½-inch stroke; 2½-gallon gasolene tank; 2-quart oil tank; wheel base, 57 inches; cylinders on 44-degree angle. Special features: 2-post handlebar, two separate coils, extra large fuel tanks. Equipment: Leather tool case and full set of tools, magneto equipment optional; other specifications same as for Model M.

Royal Motorcycles.

ROYAL MOTORCYCLE.

Royal Motorcycle—Made by the Royal Motor Works, Worcester, Mass. Years ago the first Royal appeared, and it is still running. Therefore when the Royal appeared at the New York Show the motorcycle public took notice. The specifications of this machine are:

Royal Model B Motorcycle: Price, $200; weight, 135 pounds; V-belt drive; height of frame, 23 inches; double straight front cushion fork; 2¾-horsepower, 2¾-inch bore by 3¼-inch stroke, single cylinder motor, placed in inclined position in frame; double grip control; 6-quart gasolene and 200-mile oil tank; 52½-inch wheel base; 28x2¼-inch double clincher front and rear tires.

Auto-bi Motorcycles.

AUTO-BI MODEL 46; COST $185.

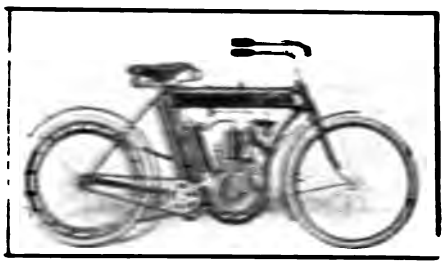
Auto-Bi Motorcycles—Made by the Auto-Bi Co., 1453 Niagara St., Buffalo, N. Y. One of the first, the Auto-Bi machines have continued to make good and for the present year the following models are offered:

Auto-Bi Model 47: Price, $210; weight, 140 pounds; frame, 21 inches high; Auto-Bi patent spring truss front fork is fitted; 3-horsepower motor, 3¼-inch bore and stroke; motor is incorporated as part of lower frame tube; float feed carburetter; Auto-Bi single grip control; 6-quart fuel tank; 1-quart oil tank; finished in black, Auto-Bi red or silver gray; wheel base, 54 inches; tires, 28x 2½ inches front and rear; Auto-Bi patent chain and leather belt transmission.

Auto-Bi Model 46: Price, $186; weight, 120 pounds; tires, 28x2 inches front and rear. All

other specifications are the same for Model 47. Tandem attachment furnished to order.

Armac Motorcycles.



ARMAC MODEL 47 MOTORCYCLE. PRICE $200.

Armac Motorcycles—Made by the Armac Motor Co., 472-478 Lake St., Chicago, Ill.

Armac Model 47 motorcycle. Price $200; weight, 140 pounds; frame height, 22 inches; Sager's cushion fork; 3½ horsepower motor; 3-inch bore by 3½-inch stroke; Armac carburetter; Armac patented flexible shaft grip; dry cells used for ignition; gasoline tank capacity, seven quarts; oil tank capacity, one quart; wheel base, 57 inches; tires, 28x2½ inches front and rear. Distinctive features: Gasoline tank and oil reservoir are part of frame construction; V-belt, patented pulley and foot crank; double steering post; 26x2½-inch tires are furnished in option; the standard colors are black and dark blue; any other color can be supplied.

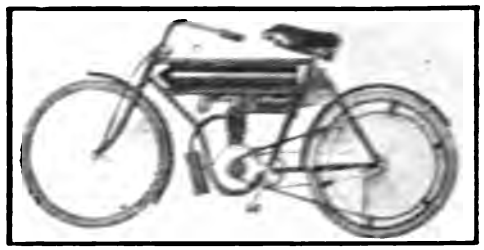
The above are the specifications of the machine that the large Chicago factory is devoting its energies to producing. It has been before the public for several years and is well known.

Erie Motorcycles.

ERIE MOTORCYCLE. H. P. PRICE $200.

1908 Erie Motorcycle—Made by the Motorcycle Equipment & Supply Co., Jamestown, N. Y. The Erie is an eastern production and quite well known there. The present season will see its domain greatly enlarged. The specifications are:

Erie 1908 motorcycle. Price $200; weight, 118 pounds; 22-inch frame; 3-horsepower Erie motor, placed vertically in frame; Curtis Erie feed carburetter; grip control; Morrow coaster brakes; dry cells; 1½-gallon oil tank capacity; wheel base, 55 inches; G & J tandem tires; luggage carrier and



ERIE 1908 MOTORCYCLE. COST $175.

stand over rear wheel, $3.50 extra; side car, $38 extra; cushion fork, $3.50 extra.

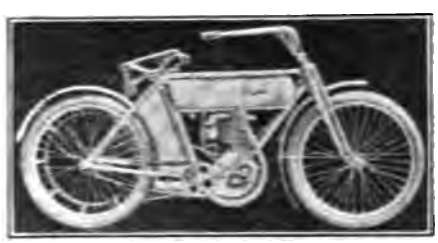
Merkel Motorcycles.

MERKEL MOTORCYCLE. H.P. PRICE $210.

1908 Merkel Motorcycle—Made by the Merkel Motor Co., 1908 Arch Ave., Milwaukee, Wis. The feature of special merit in the past has been the spring frame, but with the season of 1908 the ball-bearing motor claims precedence, and with good reason, as it is a very fine piece of work. Otherwise the machine is about the same as the last year's model, and the specifications are:

Merkel Motorcycle: Price $210; weight, 140 pounds; 26-inch frame; 3-horsepower motor; 3⅛-inch bore and stroke, set vertical; double grip control; three standard No. 6 dry cells; 1½-gallon gasolene tank, and 3-pint oil tank; wheel base, 53 inches; tires, 28 by 2¼-inch front and rear; high tension magneto at $40 extra; drive by 1½-inch flat 2-ply belt.

Excelsior Motorcycles.



EXCELSIOR MODEL A MOTORCYCLE. 3¼ H. P.; COST, $225.

Excelsior Motorcycles—Made by the Excelsior Supply Co., Chicago, Ill. The Excelsior is a newcomer, but as it has been "in the making" for several years and has been given two years of hard usage it will certainly meet with well-deserved favor. Briefly it is:

Excelsior Model A motorcycle: Excelsior 3¼-horsepower motor, 3¼x3½; 21 inches high; Ex-

celsior forks; motor, vertical, hung low and forward; special carburetter; fuel tank, 2 gallons; oil capacity, sufficient for 600 miles; wheel base, 56 inches; tires, 28x2½; complete weight, 160 pounds. Flexible engine; special transmisison by 1½-inch belt; accessibility of parts, and low centre of gravity are points of special merit.

Triumph Motorcycles.

TRIUMPH MODEL B MOTORCYCLE, 2¼ H.P.; PRICE, $185.

Triumph Model B motorcycle: Thor 2¼-horsepower motor, 2⅝x3¼, placed in a vertical position and low in the frame, 20 inches high; controlled by throttle and spark and valve lift from grips; solid forks; battery equipment, 3 cells; fuel tank, 5 quarts gasolene, 1 quart oil; 53-inch wheel base; tires, 2¼ inches; complete weight, 140 pounds. Price, $185.

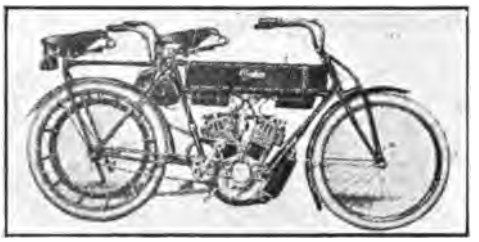
Curtiss Motorcycles.

CURTISS SINGLE CYLINDER MOTORCYCLE; PRICE, $200.

Curtiss Motorcycles—Made by G. H. Curtiss Mfg. Co., Hammondsport, N. Y. The 1908 Curtiss line remains practically the same as last year's product as a glance at the following will show:

Curtiss single-cylinder 3-horsepower motorcycle: Price, $200; weight, 125 pounds; 20-inch frame; cushion front fork, $5 extra; cylinder, 3¼-inch bore and stroke, placed vertically; Curtiss carburetter; double grip control; battery equipment, three standard dry cells; 2-gallon gasolene tank; 2-quart oil tank; wheel base, 58-inch gasolene tank; 2-quart oil tank; wheel base, 58 inches; 2¼-inch tires, front and rear; patented 28 degree belt; glass oil gage incased; magneto ignition at $40 extra; roller bearing engine throughout.

The speedy twin is as follows: 6-horsepower; weight, 150 pounds; price, $275; frame height, 20 inches; cushion front fork, $5 extra; bore and stroke, 3¼-inch; cylinders placed at 50 degree angle; double grip control; Curtiss carburetter; three Standard dry cells, battery equipment; wheel base, 58 inches; 2½-inch tires front and rear; roller-bearing engine throughout; patented 28-gree



CURTISS TWIN CYLINDER MOTORCYCLE AND TANDEM ATTACHMENT. WITHOUT ATTACHMENT, $290.

mineral tanned belt; glass oil gage incased; magneto ignition at $40 extra; equipment includes No. 3 Standard rubber pedals; imported Harburg tires.

Indian Motorcycles.

INDIAN, 2¾ H. P.; COST $200.

Indian Motorcycles—Manufactured by the Hendee Mfg. Co., Springfield, Mass. The Indian really needs no introduction as it is one of the pioneer machines in America. Specifications are:

Indian, 2¾-horsepower motorcycle: Weight, 125 lbs.; frame height, 22 inches; Indian cushion front fork; Brooks saddle, Hedstrom motor, 2¾x3¼-inch, 2¾-horsepower; motor clamped by seat mast; double grip control; fuel tank capacity, 5 quarts; oil tank, 1 quart; wheel base, 51 inches; tires, front and rear, 28x2¼-inch G & J; mechanically operated inlet valve, oil gage at base of motor. Price, $200.

The name Indian also graces a larger single cylinder motor whose specifications follow: The Indian 3½-horsepower motorcycle; weight complete, 130 lbs.; cushion front forks;; Hedstrom 3½-horsepower, 3¼x3¼-inch motor; double grip control; fuel tank capacity, 5 quarts; oil tank, 1 quart; 51-inch wheel base; tires, front and rear, 28x2¼-inch G & J; mechanically-operated inlet valve; oil gage at base of motor. Price, $225.

INDIAN TWIN CYLINDER, 5 H.P.; COST $250.

Last year's double cylinder was rated at 4-horsepower, but this year the cylinder dimensions have been increased and the rated horsepower is now 5.

Indian 5-horsepower twin-cylinder motorcycle: Weight complete, 135 lbs.; Indian cushion fork; motor, 2¾x3¼-inch; cylinders set at 45 degrees; clamped by seat mast; Hedstrom carburetor; double grip control; tank, 5 quarts; oil tank, 1 quart; 51-inch wheel base; tires, 28x2¼-inch G & J; mechanically operated inlet valve, oil gage at base of motor. Price, $250. Magneto ignition, $40 extra on any of the above models.

The before mentioned models are the ones that will mostly appeal to the touring class of motorcyclists, but in addition to these a 4-horsepower single and a 7-horsepower double are listed for those who desire faster mounts. The general specifications of these machines are the same as the ones before mentioned, the size of the motor only being different. The bore and stroke of the single is 3¼x 3 7-16 inch. and the rated horsepower is 4. The twin 7-horsepower motor is 3¼x3 7-16 each cylinder.

Geer Motorcycles.

GEER MOTORCYCLE, 2½ H.P.; PRICE, $150.

Geer Motorcycles—Made by the Harry R. Geer Co., 856 McLaren Ave., St. Louis, Mo. These machines have been on the market for years and consequently are well known. The specifications of the various models are:

Geer Model 4 single-cylinder motorcycle: Price, $160; weight, 125 lbs.; 22-inch frame height; 2½-horsepower motor, 3-inch bore and stroke; Schebler carburetor; lever control; 2-gallon fuel tank and 1 quart oil tank; wheel base.

GEER GREEN EGG TWIN CYLINDER, 4 H.P.; PRICE, $225.

Geer "Green Egg" double-cylinder: 5-horsepower motor, 3-inch bore and stroke; weight, 155 lbs.; grip control, battery or magneto ignition; 1½-quart oil tank; 1½-gallon gasoline tank; 56-inch wheel base; V-belt; truss fork enameled green; price, $225; other specifications same as for the single-cylinder Model 4.

Geer Model "Bluebird" motorcycle: Single-cylinder, 4-horsepower, 3½-inch bore, 4-inch stroke; 22 or 24-inch frame; 1½-gallon gasoline tank; wheel base, 55 inches; V-belt; price, $200; weight, 140 lbs.; other specifications the same as for Model 4.

Hilaman Motorcycles.

HILAMAN, 3½ H.P.; COST, $210.

Hilaman Motorcycles—Built by A. H. Hilaman Co., Moorestown, N. J. The Hilaman is one of the recent comers to the motorcycle game, but the season of 1907 proved their worth.

The 7-horsepower twin model is as follows: Weight, 180 pounds; 20-inch frame; Hilaman bridged cushion front fork; Hilaman twin-cylinder ⅞-horsepower motor, 3¼x3½, placed vertically and carried low in special fittings; Schebler or Hilaman carburetter; double grip control, with Bowden wire; Hilaman free wheel with band brake; three No. 6 Columbia dry cells; fuel tank, seven quarts; oil tank, three pints; 56-inch wheel base; 28x2½-inch tires front and rear; equipment, 1¼-inch V or 2-inch double flat belt; mechanical valves, single coil, double top bar frame; price, $285.

The other model, a 3½-horsepower single, is as follows: Weight, 170 pounds; frame height, 21 inches; Hilaman cushion front fork; Hilaman motor, 3¼x3½, placed vertically in frame loop; Hilaman carburetter; double grip control on Bowden wire; fuel tank capacity, six quarts; oil tank capacity, one quart; 56-inch wheel base; tires 28x[illegible] inches; long wheel base, low motor position, extra large vales and heavy fly wheel; Goodrich tires; drive by 1⅛-inch V or 2-inch double flat belt; price, $210.

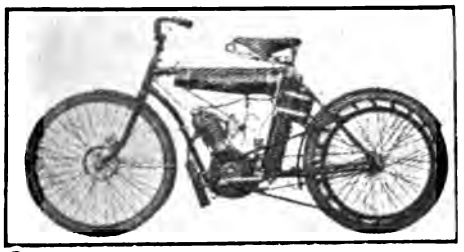
Mayo Motorcycles.

MAYO MOD'T B, 2¾ H.P., PRICE $275.

Mayo Motorcycles—Made by the Mayo Damper Co., Pottstown, Pa. The Mayo double cylinder motor has been on the market a full year and the single somewhat longer. Therefore they have been well tried out and are not found wanting. The specifications are:

Mayo Model B double-cylinder motorcycle: 5-horsepower, 2¾-inch bore, 3¼-inch stroke; price,

$275; weight, 125 pounds; 2-gallon gasolene tank; all other specifications same as for Model A.



MAYO MODEL A, 2¼ H.P.; PRICE $175.

Mayo Model A single-cylinder motorcycle: 2¼-horsepower, 2¾-inch bore, 3¼-inch stroke; price, $175; weight, 100 pounds; 22-inch frame; Mayo cushion front fork; motor placed forward in frame; Mayo carburetter; grip control; battery equipment, three standard dry cells; 9-pint gasolene tank and 2-pint oil tank; 55-inch wheel base; tires, 28x2¼ inches front and rear.

Reading Standard Motorcycles.

R. S. MODEL A, 3½ H.P.; PRICE, $200.

Reading Standard Motorcycles—Made by the Reading-Standard Co., Reading, Pa. The 1908 line offered by the R-S company remains about the same as last year, with the addition of a 6-horsepower twin. Specifications:

R-S Model A single cylinder motorcycle: Price, $200; weight, 145 pounds; frame height, 22 inches; R-S cushion fork; 3-3½-horsepower motor; 2 15-16-inch bore by 3¼-inch stroke, placed in line with seat mast at an angle of 20 degrees; double grip control; R-S carburetter; three dry cell battery equipment; 5-quart fuel tank and 1-quart oil tank; wheel base, 51 inches; 2¼-inch tires front and rear; R-S muffler. Equipment: G & J or Goodrich 2¼-inch tires, and new Standard motorcycle pedals; Bosch magneto furnished extra.

R-S Model C combination tandem: Price, $275; weight, 190 pounds; 22½-inch height of frame; 2½-inch front and rear tires; 74½-inch wheel base. Other specifications same as for Model A.

The twin is a doubling-up of the 3-horsepower motor with valves on opposite sides of motor. Specifications the same as for Model A.

Light Motorcycles.

The Light—Made by the Light Manufacturing and Foundry Company, Pottstown, Pa. This machine, although not actually pushed upon the market, has been constructed and sold by this company for several years, and it is not until this year that they have broadly advertised. There will be three models, all using the celebrated Thor motor. "A" will use a 2½-horsepower Thor and will have chain drive; "B" will use the reducing gear drive with

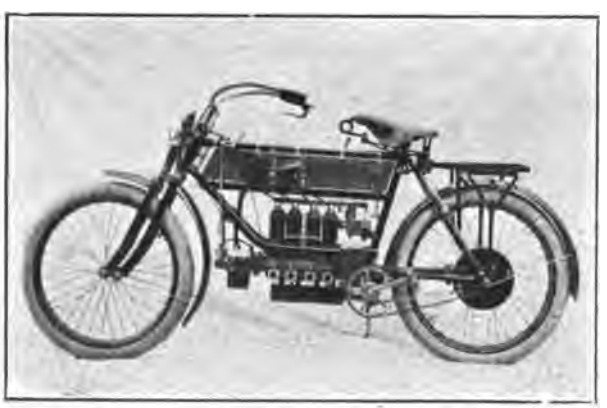
LIGHT MODEL A, 2¼ H.P.; PRICE, $185.

the 3-horsepower Thor motor with the gears contained in the crank case, or rather a part of the crank case, where they will receive a bath of oil and where there will be no danger of the same getting out of alignment and Model "C" will have the twin-cylinder Thor motor of 5 horsepower with the gear drive. Model "A" will list at $185, while Model "B," is $225, and the price of Model "C" is

LIGHT MODEL B, 3¼ H. P.; PRICE, $225.

$275. The motor is vertical and set well forward; the frame has the double top bar with the combination gasolene and oil tank between, in which tank the three regular No. 6 batteries are contained and secured by an ingenious device; the Thor carburetor is used on all models; the Thor muffler will be used on Model "A," while a special muffler will be used on the other models; and a magneto will be furnished with this machine at an extra cost of $40.

F. N. Big Four Motorcycles.



F. N. BIG FOUR, 5 H.P.; PRICE, $350.

The 1908 ½ Model F. N. Big Four—The Ovington Motor Company, 2334 Broadway, New York City, have just been advised by the Fabrique Na-

tional d'Armes de Guerre of Belgium, whom they represent exclusively in this country, that after May 1st a four cylinder machine having a larger motor will be available. Although the F. N. Company have raised the price of this machine to their American agents, Mr. Ovington advises us that he has no intention of raising the price in this country. He says he will make up for it by bringing in more machines.

On account of the fact that a 1908 model was announced at the New York shows and because this new model has still further improvements, Mr. Ovington states he will call this the 1908½ model. Those who have orders in for the 1908 model, and which have not already been delivered, will have these orders filled with the 1908 ½ model, unless word is received to the contrary. The difference between the new machine and the older one lies in the following: A larger engine, which will be called a 5-horsepower. The frame will be a 20-inch instead of a 22-inch frame as formerly. This will permit the rider to place his feet firmly on the ground while sitting on the saddle of the motorcycle. The rims will be of the standard clincher pattern, such as used on all foreign machines and will be 26-inch diameter as formerly employed. The tires have been made up particularly with reference to through roads in this country. They are unusually heavy, especially on the treads and fitted with a non-skid all-rubber tread. The holes where gasolene and cylinder oil are introduced into the tank have been made much larger so that any ordinary garage funnel may be used in filling the tank. The device for covering the priming holes over the inlet valves have been improved. The level which lifts the pawl to relieve the back pedaling drum brake has also been given attention. Taken all together the new model of the F. N. Big Four has a decidedly racy appearance and on account of this lower frame and higher powered engine, not to mention a new type of magneto made by the Bosch Company especially for the F. N., its popularity will no doubt be very greatly increased.

The Ovington Motor Company also advise us that as extras foot rests, a searchlight lamp, a foreign made separate generator, a shaft driven speedometer, and an extra large pump eighteen inches long may be obtained.

Marsh & Metz Motorcycles.

M. & M. ROADSTER, 3½ H. P.; PRICE, $175.

Marsh & Metz Motorcycles—Made by the American Motor Co,.715 Center St., Brockton, Mass. The M.-M. is one of the old guard, and as such needs no lengthy description, so the following will suffice:

The M.M. twin-cylinder motorcycle: Price, $250; weight, 155 lbs.; 20-inch frame; patent spring cushion front fork; 6-horsepower motor, 3¼ bore and 3¼ stroke, placed at a 90-degree angle in frame; M.M. float feed carburetor; double grip control; battery equipment, 4 Standard dry cells and 2 coils; 7-quart gasoline tank and 1½-quart oil tank; 56-inch wheel base; 26x2¼-inch wheels front and rear.

The following in the single line:

M.M. Special motorcycle: Price, $200; weight, 135 lbs.; 20-inch frame; 3½-horsepower motor, 3¼ bore, 3¼ stroke; battery equipment, 3 Standard cells and coil; 5-quart fuel tank and 1-quart oil tank; wheel base, 53 inches; other specifications same as for the M.M. 2-cylinder model.

M. M. Roadster: Price, $175; 22-inch frame; weight, 140 lbs.; 3-horsepower, 3¼x3¼ motor; 28x2¼-inch Goodrich or G & J tires; 51-inch wheel base; other specifications same as for the 2-cylinder model.

The twin cylinder M.M, which was exhibited at both the New York and Boston automobile shows, attracted considerable attention by all motorcyclists, who were favorably impressed with it.

Yale California Motorcycles.

YALE CALIFORNIA, 2¼ H. P.; PRICE, $200.

Yale California Motorcycles—Made by the Consolidated Mfg. Co., Toledo, O. The Yale needs no description, for it is well known from ocean to ocean. Specifications are given for reference.

Yale California 1908 motorcycle: Weight, 120 pounds; 20-inch frame, cushion front fork; 2¼-horsepower 2¾a3¼ Consolidated motor, placed vertically; grip control; six dry cells; fuel tank capacity, 1½ gallons; oil tank capacity, ½ gallon; wheel base, 51½ inches; 28x2¼-inch G & J tires; price, $200. Distinctive features: Outside fly wheel, sight force feed lubrication, special tanned belt good for 5,000 miles' riding, 1-piece drop forged crank shaft.

As the above shows the Yale is about the same as last year's model, which proved its worth by gaining high honors in numerous events during the past year.

Wagner Motorcycles.

Wagner Motorcycles—Made by the Wagner Motorcycle Co., St. Paul, Minn. Have now a wide representation throughout this country, and are as well known in the East as they are in the West.

Wagner No. 6 1908 motorcycle: Price, $200, Weight, 135 lbs.; 20-inch frame, Person's saddle, 3-horsepower, 2¾x3-inch Wagner motor, placed in loop, Wagner carburetor, control by right grip and throttle lever, Hub brakes, battery equipment, three No. 6 standard cells, fuel capacity 7 quarts, oil capacity 1 quart, wheel base 52 inches, 28x2¼-inch tires, with cut-out combination stand and carrier, standard No. 3 motorcycle pedals. Special features: Wagner twin fork and diamond loop frame, low forward position of motor, extra wide mud guards, solid V-belt transmission, copper tank.

WAGNER NO. 6 1908 MOTORCYCLE, 3 H.P.; PRICE, $200.

Reliance Motorcycles.

RELIANCE JR. MOTORCYCLE, 2 H.P.; PRICE, $125.

Reliance Motorcycles—Made by the Reliance Motorcycle Co., Owego, N. Y. This machine has been on the market for some time and has made good in the hands of various owners. The specifications of the two models marketed are:

Reliance junior motorcycle: Weight, 80 lbs.; frame height, 20½ in.; rigid front fork, cushion fork, $5 extra; 2-horsepower, 2 9-16x2⅞, Reliance motor, placed upright in loop; float feed carburetor; grip control, Bowden wire; fuel tank capacity, 75 miles; oil tank capacity, 150 miles; wheel base, 52 ins.; 1¾-inch single tube tires; steel rims; price, $125. Speed of from 5 to 25 miles an hour and abundance of power, being geared 8½ to 1, so it will climb 12 to 15 per cent. grades. Furnished in enameled black, lake blue or crimson.

The 3-horsepower machine is practically the same as the '07 Model, as the following shows:

Reliance, Regular motorcycle: Weight, 110 lbs.; frame height, 21 in.; cushion front fork; 3-horsepower, 3x3 inch. Reliance motor, placed upright in loop of frame; Breeze carburetor; grip control; fuel tank capacity, 75 to 100 miles; oil tank capacity, 200 miles; wheel base, 56 ins.; 28x2 inch G & J clincher tires; enameled black, Yale blue or crimson.

Styria Motorcycles.

The Styria. Made by Joh. Pugh & Co., Grav, Austria. The New York agent is Amos Shirley, 935 Eighth avenue. Two models, with flat belt drive; mechanical valves are used on the inlet; pump oiling is used; magneto ignition with bevel gear drive to the same is employed; the accepted double top bar to the frame, with the combination oil and gasolene tank between, and a truss fork is employed with no springs This make of machine made a great reputation for itself in the international races this year.

Vindec Motorcycles.

VINDEC MODEL F., 5. H.P.

Vindec Special Motorcycle—Made by South British Trading Co., Ltd., Finsbury, London, England. Have no agency in this country. The "Motorcycle of Merit" is the title given the "Vindec Special." It has justly earned it by its consistent performance in trials of speed and reliability, in good or bad weather, on the good roads of England or the almost unrideable roads of South Africa—in fact in practically every country, the United States included, the "Vindec Special" has proven itself the standard of quality.

Model F: Engine, twin cylinder 5-horsepower "Vindec Peugeot," V type, 45 degrees, 75x76 mm., with separate silencer for each cylinder and Vindec adjustable pulley; ignition, high tension magneto; carburetors, "B and B," special large size with improved throttle; frame, 20 inches, substantial, strong, reinforced throughout, built on most approved lines; tanks, made of 18-gauge brass, riveted in all joints (capacity—petrol, 1½ gallons; lubricating oil, 3 pints); forks, Truffault suspension (rigid forks with girder can be supplied if required; wheels, 26 inches in diameter; tires, 26x2¼ inches Peter Union extra heavy, clincher "A Won" or Dunlop; brakes, 10-inch band brake operating in

VINDEC MOTORCYCLE.

grooved pulley on rear wheel, and foot-operated belt rim brake; saddle, Middlemore, large size "Rideeasy," with hog skin padded top; transmission, 1-inch V belt, either Stanley Dermatine or Shamrock Gloria, as specified; mudguards, strong and substantial, extending well forward on the front wheel, and hinged over the rear wheel to allow easy access to the tire; finish, black frame, tanks French grey with white panels.

Model G 5-horsepower Light Tourist: Engine, twin-cylinder 5-horsepower "Vindec-Peugeot," V type, 45 degrees, 75x76 mm., with separate silencer for each cylinder and Vindec adjustable pulley; ignition, high tension magneto; carburetor, "B. & B." with improved throttle; frame, built specially short and low, but exceedingly strong, and reinforced throughout; tanks, made of 18-gauge brass, rivetted in all joints (capacity—petrol, 1¼ gallons; lubricating oil, 1 quart); forks, specially designed with girder fronts of great strength; wheels, 26 inches in diameter; tires, 26x2 inches, or 26x2¼ inches Dunlop or clincher "A Won"; brakes, special Bowden motorcycle rim brake on front wheel, very powerful foot-operated belt rim brake on rear wheel; saddle, Brooks' large size B 28; transmission, 1-inch V belt Stanley Dermatine, or Shamrock Gloria as specified; foot rests, special adjustable pedal foot rest, adjustable to almost any position; finish, "Vindec" grey with white panel tanks, frame and tanks lined in black.

Model H: Engine, single cylinder 3½-horsepower "Vindec-Peugeot," 80x98 mm., with Vindec adjustable pulley; ignition, high tension magneto; carburetors, "B. & B." special large size with improved throttle; frame, 20 inches, substantial, strong, reinforced throughout, built on most approved lines; tanks, made of 18-gauge brass, rivetted in all joints (capacity—petrol, 1½ gallons; lubricating oil, 3 pints); forks, Truffault suspension (rigid forks with girder can be supplied if required); wheels, 26 inches in diameter; tires, 26x 2¼ inches Peter Union extra heavy, clincher "A Won" or Dunlop; brakes, 10-inch band brake operating in grooved pulley on rear wheel, and foot-operated belt rim brake; saddle, Middlemore, large size "Rideasy," with hog skin padded top; transmission, 1-inch V belt, either Stanley Dermatine or Shamrock Gloria, as specified; mudguards, strong and substantial, extending well forward on the front wheel, and hinged over the rear wheel to allow easy access to the tire; finish, black frame; tanks, French grey with white panels.

Correspondence.

We want to hear from you.
This is open for others' views, and the Editor is not responsible for their way of thinking.

Editor THE MOTORCYCLE ILLUSTRATED,

Dear Sir:—I am an admirer of your paper, and being such I take this liberty to "throw the hooks" into one of your letter writers, namely Wm. E. Smith, the novice (?), who says he rode from Baltimore to New York city, a distance of 194 miles, in eight hours and 25 minutes. He forgot to mention whether he came on the B. & O. or Pennsylvania. If he never rode a motorcycle before this trip and actually rode the distance in the time he said, well then I think Stanley Kellog will have to look out or he will loose his job.

Nearly all new motorcycle riders are full of the same kind of "Durham," and for every little ride around the park they take, they imagine their cyclometer makes a noise like 100 or 150 miles. I have had eight motorcycles in five years and have met many of those "Walla Walla" throwing novices, and I have got so used to them that I don't even try to raise an argument, as I now realize it is a sort of disease with them. I used to indulge in them myself, but not quite so bad as the one W. E. Smith tries to "unbelt" on us.

Wishing your paper continued success and that W. E. Smith will soon be cured of his "bulleritis" I beg to remain,

Yours, etc.,
VETERAN VERICK.

Wellsville, N. Y., March 16, 1908.

EDITOR MOTORCYCLE ILLUSTRATED.
New York.

Dear Sir:—All of the MOTORCYCLE ILLUSTRATED copies that I wrote you about have arrived all O. K. They all went to Emporium, Pa., and the postmaster must have lost them.

The mud guard arrangement illustrated by Norman Trumpour in January number is all right, and is also all right for tandem use. On a belt-driven machine the mud guard should be wide enough to include the belt rim as well as the tire.

I am very sorry that so many brother riders speak of Mr. Ovington as they do. In all his articles that I have seen he has spoken as a gentleman, and has furnished much information, and because he sells a foreign machine and tells the truth about American machines is no reason for throwing mud at him. I ride an American machine—an M. M.—and I am very well suited with it. But I can see many chances for improvements in all machines I have yet tried, and think there will be a chance for improvement until machines are settled down to a business basis instead of playthings, and to satisfy speed cranks. I think it should be against the law to own a machine that is geared higher than 25 miles per hour, or that has a muffler with a cutout that can be heard farther than a locomotive. Too much noise, too much speed, too much dirt are the main complaints against the motorcycle.

Can you give me the address of the F. A. M.? I would like to write to them, as I need another card. I sent them the money in December, and have not heard from them yet, and have now lost the address. Truly yours,

E. L. MASON.

Detroit, Mich., March 15, 1908.

EDITOR MOTORCYCLE ILLUSTRATED.

Dear Sir:—I noticed in your March number that Mr. E. L. Ovington took great pains to show that I was not very well informed and didn't know what I was talking about when it came to the motorcycle game.

Mr. Ovington seems to think that when I said I couldn't see where the foreign machines were superior to the American, I meant that all foreign machines were N. G. This was not the case. I *plainly* stated that in my opinion some of the foreign machines had good points. When I mentioned foreign or A merican machines, I meant foreign or American machines as a whole, not individually. I thought that was plain enough, and I'll say again that from my point of view nine-tenths of the foreign machines when compared with the American look like a bunch of junk. Just simply because there are several good machines made in Europe that doesn't say that we don't make any good ones in this country.

In answer to my assertion that a 5-horsepower American machine beat out a 14-horsepower foreigner, Mr. Ovington states that the 14-horsepower machine in question holds the world's record. In comparing the two machines it must be remembered that there is a difference of 9 horsepower between them. Speaking of records, doesn't that same 5-horsepower machine mentioned hold the world's one-mile competitive record? And has *it* ever been beaten? Of course, I wouldn't say that Mr. Ovington

is not well informed on that subject, because I know better.

Suppose Mr. Curtiss constructed a 14-horsepower machine, from the way that his 5-horsepower went my impression is that the foreign machine world's record and all would have to take a back seat. Or just reverse condtions: suppose the 14-horsepower had been a Curtiss and the 5-horsepower a Peugot, what would have been the result of that race?

Further, in speaking of the economy test, I had reference to the one in the F. A. M. endurance contest. Part of my statement in the MOTORCYCLE ILLUSTRATED read: "Mr. Baker, mounted on an Indian, demonstrated what an American machine can do in an economy contest." It should have been Mr. *Barrows*, not Baker, and I think the names were mixed when my letter was printed. If Mr. Ovington will read it that way, he will have to agree with me.

My next statement regarding Mr. Hasting's performance in the English reliability contest I'll have to recall, as no doubt Mr. Ovington is right on that point.

Then Mr. Ovington claims that I have greatly overestimated the average life of a dry battery. Perhaps he can explain how it happened that I got 1,500 miles and better out of every set I used except the first set, which came with the machine. The machine was a Yale-California, and the batteries used were the ordinary Columbia dry cells.

If a "poor motorcyclist," as Mr. Ovington says, got hung up on a country road, whose fault would it be? It's the "poor motorcyclist's" fault. Why? Because it is his business to keep his machine in order. A machine treated right will *very seldom* get out of order. The magneto is no doubt superior to the battery system, yet the argument is, whether or not the foreign manufacturers can teach us something in the motorcycle line. Therefore, does the fact that the foreigners equip their machines with magnetos prove that we are behind? Do they furnish the magnet for the same price that we do the battery? No; they do not. If you want the magneto you have got to pay for it. Our manufacturers will furnish a six-cylinder touring car—if you pay for it.

Just to show Mr. Ovington that I am not prejudiced, I will say that I have just purchased a 6-horsepower twin N. S. U. fitted with magneto, N. S. U. two-speed gear and Price stand. A foreign machine from stem to stern. I think it is the best on the market—in fact, I haven't seen anything that can compare with it, and I have looked over all the American and most of the foreign machines.

Mr. Ovington thinks that the F. N. can't be beat, and assuming that to be correct, does that prove that the foreigners (as a whole) have us beat when it comes to motorcycles? No, of course not. Compare the average foreign machine with the average American. We ought to win in a walk.

Respectfully,
CHAS. H. DRUDE...

Ft. Worth, Tex., March 9, 1908.

Dear Sir:—I am very much interested in two-cycle motors, but I only know of one firm that builds a complete two-cycle motorcycle, and am sorry they don't put out a catalogue and handle agents. I know they would get their share of business. The two-cycle motor is the simplest motor built and almost imposisble to get out of order. They will always run and hold their own if designed right.

I have just completed a motorcycle which I have been working on since last May and am now thinking of building one of the two-cycle type.

I only know of two firms that build two-cycle motors for motorcycle use—eth Duck Cycle and Motor Co., of 1234 Broadway, Oakland, Cal., who build a complete machine, and Stine & Parks, of 112 Arch street, Fremont Ohio, who build the motors only. They only list one size motor, which is rated at 2¼-horsepower; stroke and bore, 3 x 3 inches.

I would like to know if any of the readers of this magazine have ever used or seen a Stine & Parks two-cycle motor tested out.

The makers claim that their motor has been given a thorough test on the road and found to be as cool and free at the end of the trip as any four-cycle air-cooled motor manufactured. Their motor is air-cooled, with the fly-wheel on the outside, and of the three-part type, to prevent back firing, which is common with the two-cycle motors.

If any of the readers have tried this motor, please answer through this magazine or write me direct.

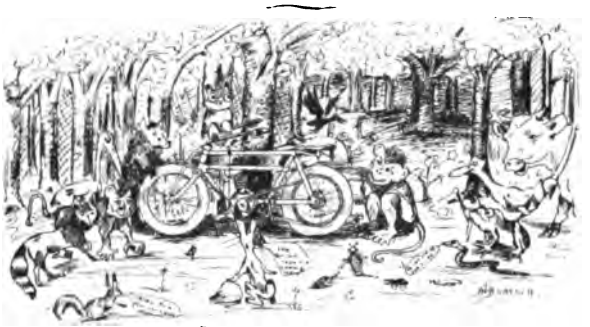
Very respectfully,
C. D. HIBBS,
General Delivery.

Chicago, Ill., Feb. 16, 1908.

Editor THE MOTORCYCLE ILLUSTRATED,

Dear Sir:—Please send at once a copy of E. W. Kellar's book, "Construction, Management and Care of Motorcycles." Twenty-five cents enclosed for same. Am pleased to say I have received my copies of MOTORCYCLE ILLUSTRATED and English *Motorcycle* up to date with thanks. I think they are two fine and interesting books. I wish you would make yours a semi-monthly; a month seems too long to wait. I bought a new single cylinder Indian last July from I. H. Whipple, of this city, and have had all kinds of trouble with it. I have only ridden about 400 miles and have used up entirely two Indian batteries, each guaranteed to last 1,000 to 1,500 miles. I suppose there must be some defect in the wiring. I hope to find out by your book. I have fitted a new Indian battery and found it registered 25 amperes off the machine, and when fitted only 10 amperes. I have read with interest the letters published in your book concerning American and foreign machines. Well, the majority of American machines may be equal to the foreign as far as speed and reliability are concerned. But they seem to forget that the average rider wants comfort besides. Now most of the foreign machines have the saddle placed low and behind the seat post bar. I think this would be more comfortable than sitting on top of the engine as on the Indian. The tank being on the back wheel makes it impossible to alter position of saddle. As I am a short-legged rider I have to lower saddle as much as possible, and so have to sit almost on the engine. When the Indian people make their machine with tank below top bar instead of on the back wheel, I think they will become a great deal more popular, especially among the short men. According to accounts, this appears to be the only fault. Wishing you every success, I remain,

Yours faithfully,
EDWIN MITCHELL.



AND "EVERYTHING" IS INTERESTED.

The Motorcycle Illustrated.

Gentlemen:—I received your sample copy of the motorcycle and find it very interesting, and looks as though it will be very useful during the season. I therefore enclose stamps for a year's subscription and the Book of Hints. I have purchased an N. S. U. from Al Bartsch, the agent in New Jersey, and find it a fine motorcycle.

I don't know much about machines, but I guess you don't have to if you ride the kind I got; it seems like it anyway.

I might add that there ain't many people around here—nothing but hills and woods—but since I got my machine everybody seems interested in the motorcycle I have. Hoping you lots of success, I remain,

JOHN VOORHIS.

The Motorcycle Illustrated,
3 Broad Street, New York.

Dear Sir:—Could you give me the names and addresses of any concerns making side cars for motorcycles? I would like to get a side car to use in connection with a Harley-Davison.

Also would like to raise the question in your publication as to whether a mtor—say 3-horsepower—is sufficient to make side car attachment feasible, or would a two-cylinder not be much preferable, especially in the hill climbing?

Thanking you for any information on these two subjects, I remain Yours very truly,
J. H. BEHRENS.

The Curtiss Motor Co., Hammondsport, N. Y.; the Armac Motor Co., Chicago, Ill., and the Fowler-Manson-Sherman Co., Chicago, Ill., make side cars.

A 3-horsepower motorcycle with side car will climb any ordinary hill. The two-cylinder motorcycle will give better results on hills.—Editor.

Chicago, Ill., Feb. 13, 1908.

Editor MOTORCYCLE ILLUSTRATED,
3 Broad St., New York.

Dear Sir:—I am a reader of the MOTORCYCLE ILLUSTRATED and would wish to ask you if you would be kind enough, if it is in your power, to let me know where the manufacturers of the Erie motorcycle are, as I have one of their machines, and would like to get a duplicate part.

I have been buying this magazine only monthly, but within a short time you will find my subscription coming in, as I am greatly interested in the magazine, but I have not settled in a place, so it might be pretty hard for the magazine to reach me without my letting you know where I am every month.

Trusting to hear from you soon with the information I greatly desire, I am, Sincerely yours,
H. GENGENBACH,
986 Ward St., Chicago, Ill.

The Erie motorcycle is made by the Motorcycle Equipment and Supply Co., Hamomndsport, N. Y.—EDITOR.

EDITOR MOTORCYCLE ILLUSTRATED.

Gentlemen:—Was very much struck by the plea of one correspondent for neatness and cleanliness while riding. He must be a mollycoddle, or what we call at "Sixsmith's shop" a "Grant's Tomb Rider." Nearly every motorcyclist knows of these specimens, who can not be induced to get off asphalt pavements for fear of getting hands or clothes soiled in case of any trouble on the road.

Motorcycling is not very popular with such people, as any regular knows that it is absolutely impossible to keep the grime off one's clothes during a long run over any kind of roads, and particularly so when riding in comfort.

If the correspondent objects to blue-striped overhalls, I concur in what he says, but if he refers to a khaki outfit I reiterate my remarks.

E. P. ETZEL,
159 Walnut St., Montclair, N. J.

Editor Motorcycle Illustrated.

Tell me if you will what you know about the M.M. machine. How do they stand in rank with the American machines? I am going to buy a motorcycle soon and will appreciate any advice you can give me. The machine I shall purchase will not need to be a fast one or more than one cylinder. It will be used more for pleasure than otherwise. Also when you write me, will you tell me about the railroad rules as to carrying a motorcycle? I am going over to England and Scotland about the last week in May and will want to find out about getting my machine carried through if I should buy before I came back from England.

Yours very truly,
JONE PANE TAGGART.

The M.M. motorcycle, made by the American Motor Co., Brockton, Mass., stands in the front rank of the American machines, and is highly recommended by riders of same. If you read the correspondence in Motorcycle Illustrated no doubt you have read comments of our readers who ride this make.

Rules regarding the carrying of motorcycles on railroads differ in various States. Would suggest you write to passenger departments of the railroads you intend passing over for their rules.

We do not know if there is a duty on motorcycles going in to England. There is a duty of 45 per cent on foreign motorcycles brought into this country.

Editor.

Shanesville, O., Feb. 7, 1908.

EDITOR MOTORCYCLE ILLUSTRATED.

Dear Sir:—I have sent you 10 cents for a copy of your magazine. To my surprise I received an October number. Would you expect to get a subscriber through a back number? I should think such a paper is busted because it does not send the latest one or the recent published one. I am also wondering why you hold our noses on the grindstone to have us join the F. A. M. and N. A. M., as that bait of $1 to the MOTORCYCLE, but if we belong to either club we can have it at one-half. What good comes out of it? I can not see why you induce the riders to join either club. I should think it is more to grind our noses shorter. I believe you are bursted on account of sending me a back number, as I never received a back number when I sent money for one. I should like to hear from you again soon before I subscribe.

Yours truly,
H. J. BLICKENSDERFER.

We have sent additional copies to the writer to assure him we are not yet busted, and that he will get his dime's worth.

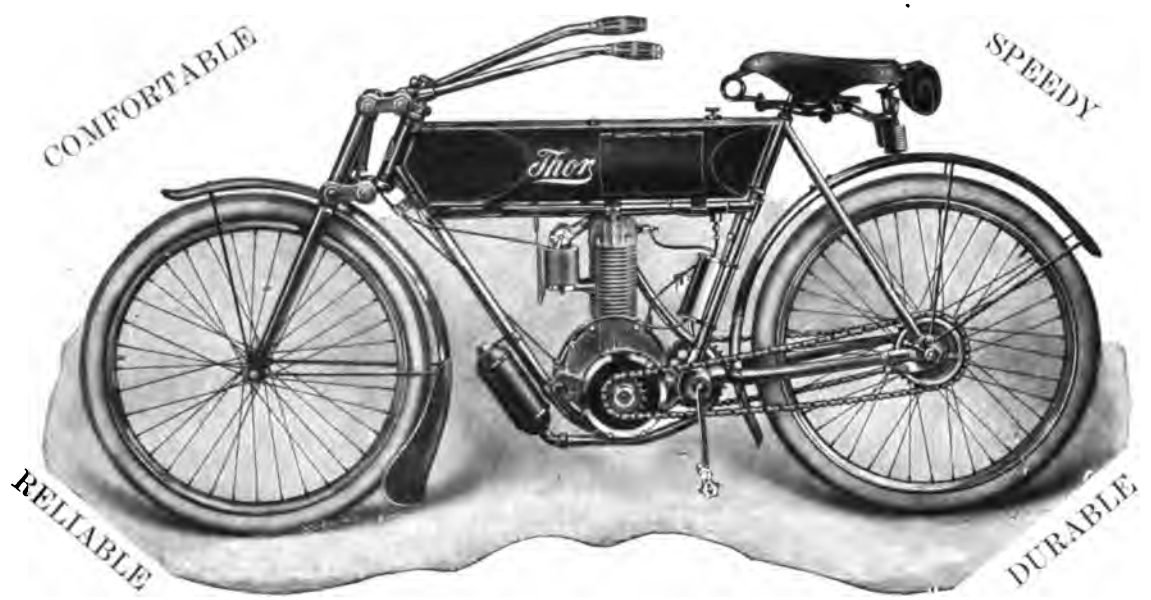
As for grinding his nose, we have other troubles than that of turning the grindstone, and his remarks concerning the F. A. M. and N. A. M. may have a deal of truth in it.

In order to help along what we considered a good means for promoting the cause of motorcycling, we have accepted half rates from members of these organizations for subscriptions, hoping to help them increase their membership and incidentally hoping that this concession would increase our circulation, but the latter part of it has not materialized to any great extent from this source, and we seriously think of putting all subscribers on the same plane hereafter.—ED.

Thor

MOTORCYCLES ARE SUPREME

MECHANICALLY AND ECONOMICALLY



Made in several different Models—Single and Twin Cylinders.

Designed, built and assembled in the largest and best equipped plant in the world devoted to the manufacture of Motorcycles, Motors and Component parts by the pioneer company in the business, the rider is assured that in purchasing the Thor he is securing the highest grade Motorcycle yet produced.

Live Dealers Wanted in Open Territory.

Handle the Thor Line and You'll Have a Winner!

New Illustrated catalog on request.

Aurora Automatic Machinery Co.

AURORA, ILLINOIS.

Club News.

Send us your club news.
We will make a cut of your pin and keep standing a list of your officers if you will supply us with monthly notes.

F. N. Motor Club of America.

DAVID DESSAU.....*President*
101 West 78th St., New York.
HIRAM POWERS.....*Vice-President*
99 East 81st St., New York.
A. G. HAUKE.....*Secretary and Treasurer*
417 W. 117th St., New York.

Main Club House, 2234 Broadway, New York, with branch houses in the principal cities of the United States. Regular meetings second and fourth Tuesday of each month.

New York Motorcycle Club.

A. J. BENDIX.....*President*
800 Third Avenue.
DWIGHT PATTERSON.....*Vice-President*
45 Broadway.
EARLE L. OVINGTON.....*Secretary*
2234 Broadway.
F. M. MANNING.....*Treasurer*
584 Eighth Avenue.
A. J. CHAPPLE.....*Captain*
1090 Park Avenue.
J. W. DALTON.....*First Lieutenant*
516 Lexington Avenue.
DAVID MOLIN.....*Second Lieutenant*
845 Sixth Avenue.
CLUB ROOMS.....2234 Broadway

J. MCKEEVER.....*Secretary*
C. P. ROGERS.....*Captain*

CLUB HOUSE.....10 W. 60th Street

Meetings twice a month.
DWIGHT PATTERSON.....*Vice-President*
G. P. JENKINS.....*President*

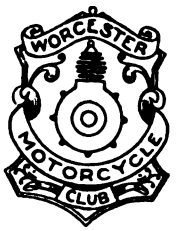
Concourse Motorcycle Club.

A meeting and election of officers of the Concourse Motorcycle Club of New York was held on March 16, 1908, and the following officers were elected for the year 1908: Arthur W. Morse, president; Chas. A. Busch, vice-president; F. Larsen, treasurer; W. A. Fisher, secretary. Road Officers—Maurice P. Sullivan, captain; Chas. N. Busch, first lieutenant; Benjamin Loft, second lieutenant. Board of Directors—J. C. Foley, F. H. Gunter, Benjamin Loft. Trustees—A. M. Smith, Geo. Herberger, Chas. W. Busch, Geo. Woods, Alfred Scherer.

There is an unusually large colony in Lakewood, N. J., this winter, and the latest diversion of the women there is motorcycling. So popular has the sport become that there is talk of a motorcycle club, and it is likely the fad will be taken up by the young folk of society in general.

The Aurora Motorcycle Club met recently and elected officers for the following year. The members of the club had a banquet on January 27. The following officers were elected: President, Vern Hedin; vice-president, Harry Terry; secretary, Frank Sylvester; treasurer, John Baltazor; captain, C. F. Hinckley. The first run of the club will be held next summer.

The Birmingham Motorcycle Club held an enthusiastic meeting recently. A number of new members have lately joined, and others have signified their intention to become members. The club has a neat sum on hand and expects to buy a place and build a club house this spring.



CONSTITUTION AND BY-LAWS OF THE WORCESTER MOTORCYCLE CLUB.

Constitution.

ARTICLE I.

Sec. 1. The title of this organization shall be the Worcester Motorcycle Club.

Sec. 2. The object of the Worcester Motorcycle Club shall be to encourage the use of the motorcycle to promote the general interests of motorcycling, and to facilitate touring.

Sec. 3. Any person of good character, 16 years or more of age, and owning a motorcycle shall be eligible to membership.

ARTICLE II.

Sec. 1. The house officers of the club shall be a president, a vice-president, a secretary and a treasurer.

Sec. 2. The road officers of the club shall be a captain, a first lieutenant, a second lieutenant and a standard bearer.

Sec. 3. A board of directors of the club shall consist of the president, vice-president, secretary, treasurer, captain and three other members of the club.

Sec. 4. All officers of the club shall be elected for the term of one year by ballot at the annual meeting.

Sec. 5. All vacancies shall be filled at the next regular meeting after such vacancy occurs, and the secretary shall give notice in writing that the vacancy is to be filled, one week before date of said meeting.

ARTICLE III.

Sec. 1. The regular meetings of this club shall be held monthly, on the second Tuesday of each month at 8.15 p. m.

Sec. 2. The annual meetings shall be held on the second Tuesday in April at 8.15 p. m.

Sec. 3. Special meetings shall be called on written request by ten members within ten days of date of such request by the president, or by order of the board of directors.

Sec. 4. All meetings shall be held on week days.

Sec. 5. The secretary shall notify all members of all meetings three days in advance of same.

ARTICLE IV.

Sec. 1. All applications for membership shall be endorsed by at least two members of the club, in good standing, and shall be addressed to the secretary accompanied by the admission fee of one dollar.

Sec. 2. All applications for membership shall be passed upon by the board of directors; if their action is favorable, such applications shall receive the vote of the club.

Sec. 3. A two-thirds vote of members present shall be necessary to elect.

Sec. 4. All applicants not being favorably voted upon by the club shall be so notified in writing by the secretary, and the admission fee returned.

Sec. 5. The monthly dues shall be fifty cents, payable in advance.

ARTICLE V.

Sec. 1. This Constitution and By-Laws may be altered or amended by a two-thirds vote of members present, provided that members have been notified of the intended change ten days previous to the meeting at which action is to be taken.

NO intending purchaser of a Motorcycle should finally decide on his choice until he is convinced that the one he fancies will actually serve his purpose.

SUCH brilliant successes as have been achieved by the N. S. U. machines last year in all classes of competitions prove that no finer Motorcycle can be obtained.

UNIQUE in design and construction, it may be relied upon at all times to satisfy the demands of the most exacting purchaser.

Full particulars from

The N. S. U. MOTOR CO.

206 W. 76th Street

NEW YORK

Agents in the United States :

CINCINNATI AND SUBURBS.
The Pickering Hardware Co., Sporting Goods Department, Cincinnati, O.

COLORADO, WYOMING AND UTAH.
Fred N. Williams, 224 16th St., Denver, Col.

WISCONSIN.
Fred A. Bremer, 613 North Ave., Milwaukee, Wis.

NEW YORK CITY.
J. F. McLaughlin, 206 W. 76th St., New York City.

WESTERN NEW YORK STATE.
Neal, Clark & Neal Co., 643-645 Main St., Buffalo, N. Y.

MICHIGAN.
Fred Kicherer, 206 St. Aubin Ave., Detroit, Mich.

KANSAS AND MISSOURI.
The Southwest Automobile Co., 529 Joplin St., Joplin, Mo.
South Side Cycle Co., 1701 S. Broadway, St. Louis, Mo.
The Sallers Berry Company, 1207 McGee St., Kansas City, Mo.

PENNSYLVANIA.
The Haverford Cycle Co., 827 Arch St., Philadelphia.

Sec. 2. A two thirds vote of members present shall be necessary to carry any motion involving expenditure of money.

Sec. 3. A quorum shall consist of five members in good standing.

Sec. 4. Any member shall be considered in good standing whose dues shall not be in arrears in excess of three months.

Sec. 5. The name of any member more than three months in arrears shall be reported to the club by the treasurer at the first meeting following expiration of said three months.

By-Laws.

Sec. 1. The president shall preside at all meetings of this club, and generally perform duties appertaining to the office, not otherwise provided for.

Sec. 2. The vice-president shall perform the duties of the president on request or in his absence, and shall be chairman of the board of directors.

Sec. 3. The secretary shall keep all records of the club and of the board of directors, attend to all correspondence and notifications and report same at each meeting.

Sec. 4. The treasurer shall collect and hold all moneys due the club, pay all bills approved by the board of directors and report at each monthly meeting.

Sec. 5. The board of directors shall pass and act on all matters of vital interest to the club.

Sec. 6. The captain shall call all runs and command same, and all members on such runs shall comply with his directions.

Sec. 7. The first lieutenant shall be ready to perform the duties of captain at all times and comply with his orders on all club runs.

Sec. 8. The second lieutenant shall look after those who meet with accident on runs, and members shall be ready at his request to carry message to the captain if any help shall be necessary.

Sec. 9. The standard bearer shall carry the club banner on all club runs.

Sec. 10. The entire club on runs shall be ready to help any member in distress, and shall assist him on repairs or by towing him to some destination.

Sec. 11. All members shall pay their own reckoning on all called runs.

Commonwealth Motorcycle Club, Boston, Mass.

Organized for the purpose of bringing together, socially, the motorcycle riders of Boston and vicinity, to encourage touring, club runs, harmless competitions among its members, and in other ways assist in promoting the use of motorcycles for healthful recreation and travel.

Entrance Fee for Active Members, $2.00. Yearly Dues, $2.00.

Associate Members (residing beyond 15 miles from Boston) one-half above rates.

Further information, or application blanks, can be procured from E. A. MUZZEY, *President*, or E. H. CORSON, *Treasurer*, 258 Columbus Ave., Boston,

THEODORE ROTHE, *Captain*, 57 Warren St., Roxbury.

W. L. POTTER, *2d Lieutenent*, 1108 Massachusetts, Av., Cambridge.

Or address the Secretary,

G. A. ELLSWORTH, 33 Coolidge Road, Allston Station, Boston.

Boston Will Have 100-Mile Road Race on Patriot's Day.

There is much discussion over the coming motorcycle run that is to be held here on Patriots' Day. Many of the motorcyclists are of the opinion that the run should be 100 miles instead of 150, as some of the entrants would have to ride a considerable distance to the starting point on the morning of the event. Mr. W. T. Marsh, of the American Motor Company, makers of the Marsh-Metz motorcycles, has received word from Mr. George P. Jenkins, president of the Metropolitan Motorcycle Club of New York, that he will enter, and a number of fellow club members will come with him. Details of the route to be taken, exact starting and finishing points, together with checking points, will be arranged within a short time. It is estimated, from the general interest that at least 150 motorcyclists will be on hand to start. Mr. Marsh states that they have sold over 50 machines since opening their store in Boston, and this fact alone would indicate a tremendous growing interest in the motorcycle, which is certain to show itself by a large number of entries in the run.

St. Louis Motorcycle Club.

The roads leading out of St. Louis are such as to afford fine traveling to the motorcyclists, and with scenery of beauty and picturesqueness unmatched anywhere it is remarkable that the growth of motorcycling has not made more rapid strides in the vicinity of St. Louis.

There is, however, every indication that the present season will witness a very decided increase of interest in the sport.

The St. Louis Motorcycle Club and the South Side Cycling Club, a large percentage of whose members use the power-driven bicycle, will push the touring and pleasure-riding end of the sport, while a new organization, the Southwestern Racing Association, has been organized to promote motorcycle racing and hill climbs. The association is composed of fifteen members, the greater portion of whom also are members of the St. Louis Motorcycle Club. The officers, who constitute the board of directors, are: A. Voight, president; John D. Hurck, secretary, and R. Wilson, treasurer.

The officers selected at the annual meeting of the South Side Cycling Club were: C. Cornwall, president; William Flesh; vice-president; George H. Schmitt, secretary-treasurer; C. Vollmer, corresponding secretary, and William Hellman, captain. The club is now at No. 1707 South Seventh street.

At the annual meeting of the St. Louis Motorcycle Club, the officers elected were: Albert Voight, president; Robert H. Orr, treasurer; B. C. Hopkins, secretary, and T. Bahnsen, captain.

Kansas City Motorcycle Club.

The Kansas City Motorcycle Club members, nineteen strong, have avoided the road to Greenwood, this county since November 3. That day eighteen of them were waylaid by a mob of twenty-five farmers armed with stones. Only one escaped. And County Judge George J. Dodd was chief spokesman for the besieging party.

It all came out when suit was filed in Justice Young's court recently by Angie Harnish against the club members for $300 damages.

Harnish, according to the papers filed, was driving in a top buggy with his wife and 2-year-old child to Greenwood, when just at the outskirts of the town, "the defendants in a body known as the Kansas City Motorcycle Club, mounted on motorcycles," bore down on his rear "at high speed, carelessly and negligently running upon and by" him, the loud and explosive exhaust noises frightening until he became unmanageable, the horse, which was "not acquainted with motorcycles."

Harnish attempted to alight to seize the horse's bits and the lunging of the animal threw him into the rock road. The woman, busy with the lines, dropped the baby between her feet and frantically begged the cyclists to stop for the sake of herself and baby. Instead of this it is alleged the cyclists only laughed, and trying to outrun the maddened horse, allowed the whirr of explosive sounds to continue until the horse and buggy smashed into a fence. The baby and Harnish were seriously bruised, the horse, formerly gentle, was ruined, its owner says, and the harness and buggy broken.

A few hours later, when the cycle club members came back that way, they were held up with a threat of stoning. Only one cyclist had the fear or the nerve to run the gauntlet. The others stopped and took their medicine in the form of threats as to what would happen if they ever came back—and they haven't been back.

The cyclists say that Judge Dodd, though an officer of the law, declared to them that he would take the law into his own hands if they did not return. Nineteen of them are named, and the amount asked is $300, half of it for actual damages and half for exemplary damages.

Those named as defendants were: R. D. Martin, president of the club; L. J. Vogel, F. J. Hahn, C. Hanson, J. B. Porter, Ned D. Bahr, O. V. Newby, J. N. Glass, Lloyd C. Shellaberger, Fred Berry, Oscar J. Plummer and Dan Patterson.

"I know the eighteen of us should have licked those two dozen farms if the fight had really got started," said R. D. Martin, president of the club, "but we are always considerate of people we meet, and we told them so then, instead of being ugly."

America's Best MOTORCYCLE

It is a sweeping claim, but it is a machine that justifies the claim. No motorcycle incorporates more features, and every feature is a useful one that must appealto the practical man.

IN OUR Reading Standard Bicycles

we present the most complete line ever offered to dealers or the public—standard diamond frames, two types of truss frame, large sprocket models. Not many orders can get past the up-to-date Reading Standard Agent.

Reading Standard Company
READING, PA.

[illegible] SALES AGENT.

[illegible] giving a complete line of Armac motors in [illegible] whose premises were taken on the [illegible] last fall, has brought out a great number of motorcycles on the road this year.

[illegible] are several noticeable features about the Armac machine on the market as a product of the [illegible] of the Armac motorcycle. [illegible] the [illegible] motorcycle with [illegible] the [illegible] This was a [illegible] and to [illegible] in preparing a [illegible] and provide [illegible] [illegible] [illegible]

[illegible] on the right is a [illegible] who has been on Armac riders [illegible] and during that time has ridden a great many miles and has had very little trouble with his machine.

Standing behind [illegible] Broadman, member of the [illegible] & Co., who are the sales agents for the Armac motor [illegible] and also distributers for the entire product of the factory.

The [illegible] are now agents for the Armac. The [illegible] on the [illegible] are the same as the [illegible] being used on the [illegible] and chain [illegible]

The [illegible] was taken in front of Ralph Temple's [illegible] where [illegible] for six months [illegible] by automobile and motorcycle riders.

[illegible] the biggest retail [illegible] in America in the old days, and ex[illegible] motorcycle business.

[illegible] a large increase in [illegible] spark plugs.

[illegible] was placed on the market last July after a test which the most thoroughly every motorcycle manufacturer in the country. Since then these plugs have been tried out by the manufacturers themselves and [illegible] by a large number of them on their [illegible]

The [illegible] say they have orders at the present time [illegible] of these plugs to be delivered [illegible]

The [illegible] success of this plug has led them to [illegible] they offer to repair or replace free any of these plugs proving defective up to July 1st, 1908, feeling satisfied that if the plugs are properly [illegible] will not injure the motor itself.

Armac Distributors.

Since the H. H. Thorn Co. secured the sales agency for the Armac motorcycles they have negotiated with several large dealers in the principal sections of the country. During the last month arrangements have been made with the Ralph Temple Co. of Chicago; A. F. Chase & Co., of Minneapolis; the H. J. Wells Co., 8 Park Place, New York city, with several general representatives in the South and on the Pacific Coast. The most important deal consummated was the closing of the contract of the Motorcycle Specialty Co. of Boston. The manager of this firm is E. H. Corson, who is perhaps one of the best known wholesale representatives for bicycles and motorcycles in New England.

Mr. Corson will be the distributor of the Armac motorcycles throughout the New England States, which include Maine, New Hampshire, Massachusetts, Connecticut, Rhode Island and Vermont.

Armac Motorcycles

An authority says: "It has more vital good points than any other Motorcycles we have yet seen." The Armac Motorcycle has many exclusive features that is explained in detail in the new illustrated Catalogue. Send for it to-day.

Armac Model A—$200.

Armac Model B—$200.

$1,000 FOR ARMAC AGENTS

Prizes amounting to $1,000 will be divided among Armac Agents who sell ten (10) Armac Motorcycles from April 15 to June 15, 1908. Full particulars by addressing H. H. Thorp & Co.

Armac Delivery Boffl—$300.

Armac Side Car—$300.

H. H. THORP & CO.

Sales Agents for Armac Motorcycles

1221 Michigan Avenue, - - - Chicago, Ill.

E. J. Willis Co., No. 8 Park Place, New York City, N. Y.; Motorcycle Specialty Co., 258 Columbus Ave., Boston, Mass.; A. F. Chase & Co., Minneapolis, Minn.; Ralph Temple Automobile Co., 1221 Michigan Ave., Chicago.

Mr. Corson's long experience in the trade will be a great advantage in the distribution of the Arma in the East. He will establish agencies at once in the principal New England and agent desiring to secure the Arma may correspond with the Motorcycle Specialty Co., Commonwealth avenue, Boston, Mass.

The Arma side car shown on front cover of this issue is without exception one of the best of its kind ever made in the United States. The side car seat is of automobile proportion, upholstered in leather and has a dark maroon automobile finish. Underneath the seat is a large box or drawer for carrying tools, rain cover, muffler, etc., and the other luxuries of automobile riding. The body, although it is attached to a regular 5-horse Arma motorcycle of 7 horsepower, is a very neat and handsome one. The car is often seen on the streets of Chicago, and always attracts more attention than the largest automobiles. An instance of this occurred a few days ago when it was stopped along the curb on the southwest side. Such a crowd would gather in short time that the police would be around with the usual "Move along there, move on with that automobile."

Underneath the car in the little lily picture was taken a Mr. Corson's daughters, one of the ladies in the car weighing 200 pounds. The total weight of the passengers is over 500 pounds, and the weight of machine is some little over 250 pounds, and even with this weight the machine is capable of passing any of the ordinary automobiles on the Chicago streets.

A catalogue of "Motorcycle Supplies" has reached us from the Baker & Lo 5 Warren street, New York city. It is the most complete catalogue of motorcycle accessories published to date, and all motorcyclists should possess one. It is free, and contains much information.

We have pleasure in announcing an addition to the ranks of motorcycle manufacturers. The new firm is located in Chicago, Ill., and will do business under the name of American Motorcycle Co. The offices & salesroom are at 1 Wabash Avenue. They will occupy the 1st floor of the Western Wheel Works at 40-46 Wabash avenue. The well-known Indian machine will be handled. The style will be similar to the finest in the world being finished after Hungarian style.

Regarding the members of the firm, Mr. Chas. Franchi is a retired capitalist, retiring from business, having large business interests, and has had the Indian motorcycle agency, while Mr. Wm. Eisenberg is a motorcycle enthusiast.

The stores will be furnished with motorcycles of every nature, ranging from the single to the twin, where they can test the latest motorcycle models. Instructions will be given at a small cost. This is a convenience to all, the store being but a few blocks from Lincoln Park.

The Watson Rubber Company have made an important addition to their line of motorcycle grips for the year 1908, namely a special motorcycle grip, which is constructed for both 7/8 and 1-inch bars. This grip is 4 inches long and has extra heavy walls. This new grip, as well as the others, is made of a very fine grade of sponge rubber and is so constructed to fit perfectly and securely in place. They have also brought out one of the

market a grip cover as per their well-known "Perfection" oil made for 1-inch bars. These grips have enjoyed great popularity from the early days of bicycling, and now that motorcycling has come to the front, they are even in still greater demand, on account of their ability to take up the vibration and relieve the hands and wrists like nothing else on the market at the present time can or will do. They can be obtained at all the leading jobbers and motorcycle supply houses.

The accompanying sketch shows the molded clincher motorcycle tire made by the B. F. Goodrich Company, Akron, O.—the well-known manufacturers of the G & J type of tire. These tires were turned out by them for the original owners of the G & J name, formerly Jeffrey & Jeffrey, Chicago, Ill. This explains the "original American Clincher" feature in their ad on the inside back cover. The tire illustrated above is made in one weight only, with corrugated or ballon tread, and is guaranteed for service on the twin as well as the single-cylinder machines. The

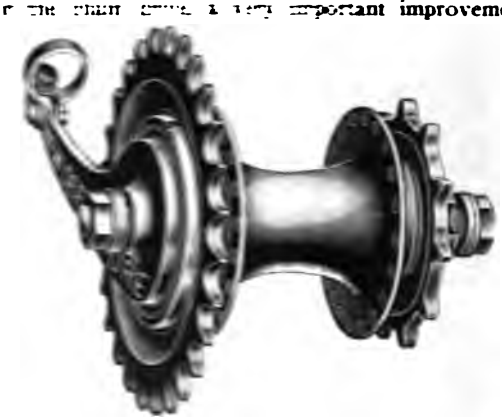
style of construction is four plies of fabric with an extra heavy rubber cover built up in a ring and molded in the same manner as the clincher automobile tire, and the manufacturers claim for it the same high standard of quality. The style of fan employed is specially designed to prevent pinching and chafing of the inner tube. The latter is made seamless and of pure para rubber.

The fact that among the first of them now making this particular tire in the Goodrich factory, there are several who have been in the G & J ever since the first G & J tire was constructed, which speaks well for the long time experience back of their manufacture.

The policy of the New Departure Manufacturing Company of Bristol, Conn., has always been to improve its product each year as far as possible. The new 1908 model of the New Departure coaster brake for motorcycles makes it stronger and more satisfactory without sacrificing in the least its well-known characteristics and simplicity.

The new model is made in two lengths over all—for belt drive machines 5¾ inches and 5¾ inches (from outside to outside of the washers), and 5¾ inches over all for chain drive. These measurements adapt the brake for use in the 1908 models of motorcycles.

For the chain drive a very important improvement is



the keyed sprocket instead of the former method of screwing on the sprocket on the motor side. The sprocket is now firmly fastened to the hub by eight hardened steel pins driven into the hub on a taper, and over this the sprocket fits tightly by means of corresponding slots. A lock ring holds it rigidly in position.

Among the advantages obtained by this improvement is that of making it unnecessary to remove the wheel from the rim to change or repair spokes. No special tools are required to remove the lock spring or sprocket. Another advantage is the convenience of stripping the threads.

The keyed sprocket becomes practically a part of the hub itself and is rigid, strong and reliable.

The new model of New Departure coaster brakes for motorcycles is made in two lengths over all for the belt drive; namely, 5⅝ inches and 5⅛ inches from outside to outside of cone washer, also 5⅛ inches over all for chain drive. These measurements adapt the brake for use in any of the 1908 motorcycles for the chain drive.

A very important improvement is the keyed sprocket instead of the former method of screwing on the sprocket on the motor side. The sprocket is now firmly fastened to the hub by eight hardened steel pins, driven into the hub on a taper, and over these the sprocket fits tight by means in corresponding slots. A lock ring holds all rigidly in position.

Among the advantages obtained by this improvement is that of making it unnecessary to remove the wheel from the frame to change or repair spokes. No special tools are required to remove the lock ring or sprocket.

Another advantage is the avoidance of stripping threads In fact, the keyed sprocket becomes practically a part of the hub itself and is rigid, strong and reliable.

The high standard of New Departure manufacture is maintained in this hub, and it is fully guaranteed against defect in material or workmanship. It is shapely in design and highly nickel finished. All of the essential features of the long-time famous New Departure coaster brake prevail in the 1908 model for motorcycles, with parts strong to withstand the severe strain.

Notice.

Manufacturers, jobbers or dealers of sundries or accessories for motorcycles desiring to supplement their newspaper ads. and other means of reaching directly the attention of motorcyclists are advised that a list of about eighteen hundred persons, all known to Mr. Whipple to be interested in motorcycles, has been carefully prepared an is kept up to date and may be employed by makers of lamps, bells, horns, tires, etc. Address Whipple the Motorcycle Man, 260 West Jackson boulevard, Chicago, Ill. Telephone, Monroe 3264.

Motorcycle License in New Jersey.

The Senate of New Jersey passed last night Senator Frelinghuysen's bill which amends the present automobile law of the State of New Jersey bearing his name. The registration fees are raised from the present rates of $3 for vehicles below 30-horsepower and $5 for those of 36-horsepower or more, to $3 for vehicles below 10-horsepower, $5 for vehicles between 10 and 30-horsepower, and $10 for vehicles of 30-horsepower and above. It increases the drivers' license fees from $1 and $2 to $2 and $4.

Provision is made for licensing by a blanket license cab companies operating adjacent to ferries, provision being made that they shall operate only fifteen miles within the borders of the State.

Manufacturers' licenses are to be issued annually at the fee of $25 for five cars. Not more than five cars can be driven under one manufacturer's license. If it is desired to register more than five cars under the manufacturers' license the fee will be $5 for each car so registered.

Motorcycles will hereafter pay a registration fee of $2 and carry such identification marks as may be prescribed by the commission of motor vehicles.

It is provided that all identification marks will hereafter, be supplied by the State and shall be changed annually; also that the receipts from all sources shall be so distributed by the commissioner of public roads that those counties that have improved their roads by the county act shall receive their pro rata share with those that have been improved by the State road act. All registration certificates and all driver's licenses shall hereafter expire on Dec. 31 of each year.

Motorcycle Chicken Thief Visits Downey.

Citizens of Downey and deputies in the sheriff's office are on th elookout for a chicken thief with a lame left foo A chicken grower in that suburb set a trap for a thief Tuesday night, and yesterday morning found blood-stained tracks which indicated the trail taken by a midnight marauder who made away with seventy chickens. The trail ended near a dry irrigation ditch, where the thief appeared to have mounted a motorcycle and started in the direction of Los Angeles.

After Shaving
use
MENNEN'S
BORATED TALCUM
TOILET POWDER
and insist that your barber use it also. IT'S ANTISEPTIC, and will PREVENT any of the skin diseases often contracted.
A positive relief for SUNBURN, CHAFING and all afflictions of the skin. Removes all odor of perspiration. GET MENNEN'S—the original. Put up in non-refillable boxes, "THE BOX THAT LOX." Sold everywhere or mailed for 25 cents. Sample free.
Guaranteed under the Food and Drugs Act, June 30, 1906. Serial No. 1542.
Try Mennen's Violet (Borated) Talcum.
Gerhard Mennen Co., Newark, N J

Don't be caught Empty-Handed

Mr. Dealer!

The fact that 75 per cent. of the leading motorcycle manufacturers have adopted the

SPLITDORF Motorcycle Plug

on their engines shows conclusively that you should always have a good supply of these famous Plugs on hand.

C. F. SPLITDORF

Walton Ave. and 138th St. NEW YORK. Branch, 1679 Broadway.

The Advantage of a Double Clincher Motorcycle Rim and Tire.

At first motorcycles were equipped with single clincher rims and tires, but it developed that the single clincher one-piece rim did not possess sufficient strength and would not keep the tire from rolling off the rim.

To keep pace with the rapid improvement being made in motorcycles, experiments were begun by the G & J Tire Company of Indianapolis, Ind., to improve not only the construction of the rim but the tire as well, and as a result of these experiments and tests the G & J hollow, reinforced, double clincher rim and double clincher tire were adopted. This type of rim possesses that most important requisite—safety. It completely covers the base of the rim and having four points of contact, when under inflation, is so firmly held in position for the rider to make sharp turns at a high rate of speed with greater safety than is possible with a single clincher rim and tire. In addition to this, chafing and rim cutting are impossible and as the tire cannot be seated in the rim unless the inner tube is in its proper place it eliminates all possibility of pinching the inner tube when applying the tire.

The ease with which the Indianapolis G & J motorcycle tire is applied to or removed from the rim appeals to every motorcycle rider, and if he wishes to carry an extra casing the G & J will fold up in less compass than any other tire on the market.

To Study Religion by Motorcycle Route.

If the plans of Rev. Roy Brown, of Milwaukee, are realized, natives of the Philippines will be given an opportunity of learning the benediction principles of religion from the seat of a motorcycle. Both Mr. and Mrs. Brown are missionaries familiar with the conditions in the islands, and Mr. Brown's cycling proposition, announced a few evenings ago, was received with much enthusiasm by a large assembly that had gathered to welcome the couple during their brief stay in the United States.

In adopting the motorcycle it is possible that the reverend gentleman had in mind the success with which that means of transportation has been used by a missionary in the Amoy district of China.

In this connection the death is noted of Rev. Edward Husband, vicar of St. Michael's Folkstone, England. The late vicar took a lively interest in all kinds of outdoor sport, and so keen was he on wheel exercise that he was known to a large portion of England as the "Cyclist Parson."

Motorcyclist Goes Some.

Two Ames College students have solved the rapid transit problem to a queen's taste. A student at the State institution owns a fine blue motorcycle and decided that a trip to Boone would not be amiss. Acting under these dictates he loaded up and was about ready to start when a brilliant thought entered his head. Why not take a friend with him? He had a chum at the institution who owned an ordinary bicycle. The two got together and evolved a scheme whereby both could come to Boone and neither particularly exert himself. A stout rope was secured and safely fastened to the seat of the motorcycle. It was then fastened to the handlebars of the bicycle and both mounted and started for Boone. En route to their destination the couple caused much comment, and on the streets of Boone caused many to stop and enjoy a hearty laugh, the spectacle being decidedly funny. The two machines were about ten feet apart, the men on the bikes having to make no exertion whatever in going and coming from the college town.

O. A. Huxsaw, the manager of the Home Telephone Company in Corona, Cal., who recently purchased an improved motorcycle, states that he covered 48 miles with the machine one morning, and is thoroughly satisfied with his investment.

C. I. Tully and H. C. Hathway, rural carriers out of Claypool, Ind., will distribute their mail from motorcycles. A. A. Mendel, manager of the Claypool Telephone Company, will also purchase a similar machine.

Motorcycle Wanted by County Prosecutor.

District Attorney J. D. Fredericks has filed with the Board of Supervisors a requisition for a motorcycle to be added to the equipment of the county's legal department. The machine is to cost about $200, and will be used by Detective Carey in serving legal papers for the district attorney's office. Captain Fredericks has an automobile but desires the smaller vehicle for use in cases when only one man is required.

Boston Police on Motors.

George W. Lyons, the new Western distributor of the M. M. motorcycles, has just received word that the Boston police department has mounted fourteen men on Marsh-Metz machines and that the motorcycles are doing great work. So successful have the police been in stopping the scorchers in the Massachusetts metropolis that a large addition is planned to the Boston police motorcycle stable during 1908.

The police chiefs all over the country, as well as the police commissioners, are advocating the use of motorcycles in the police department. Police Commissioner Bingham, of this city, in response to an inquiry from the Kansas City chief of police, said that the motorcycle has "produced such gratifying results in the New York Police Department that the machines are indispensable." They not only enable the officers to catch thieves but they also aid in bringing to book automobile speed violators.

Motorcycle Cops for Danes.

A wealthy Dane has presented his fortune to the government for the purpose of establishing a motorcycle corps in the Danish army. A body of troops of that kind will soon be organized and provided with 100 motorcycles, each of which will carry a hand machine gun patented by General Madsen, ex-minister of war. It fires 500 shots a minute. It will be the first regular army motorcycle corps in the world.

John H. Jones, of the Sparta Furniture Company, of Sparta, Wis., in company with Miss Anna J. Paley, of Milwaukee, Wis., contemplate a motorcycle trip early next spring. Leaving Milwaukee they tour via Pewaukie; Oconomowog, Ixonia, Watertown, Jefferson; thence via Madison, Baraboo, Reedsburg, Wonewoc, Tomah and Sparta. Mr. Jones has selected for his tour a 1908 Harley-Davidson motorcycle, equipped with tandem attachment, also luggage carrier, provided for suit cases, extra batteries, etc. Miss Paley, who is to accompany him, is one of Milwaukee's esteemed young ladies, whose disposition is love of adventure and out-of-door recreation, and will be attired in divided riding skirts, or bloomers, leather leggings, leather cap, goggles, etc, all of which go to fully make up a motorcycle touring campaign.

Motorcycle Dealers

Write Today for Special Distribution Terms on

PENNSYLVANIA MOTOR CYCLE TIRES

Motorcycling is becoming one of the greatest of popular sports—to say nothing of its enormous utility value. We want every motorcycle dealer to co-operate with us in making this a record year in the motorcycle trade. We have a special proposition that offers big profits selling and specifying PENNSYLVANIA MOTORCYCLE TIRES. These tires will be the standard among motorcycle users, because they are built on the same principle as PENNSYLVANIA CLINCHER AUTOMOBILE TIRES, especially for motorcycle use. This is the one tire you should handle.

Send for our special distribution terms. **It will PAY you to get in QUICKLY on this.**

WRITE NOW

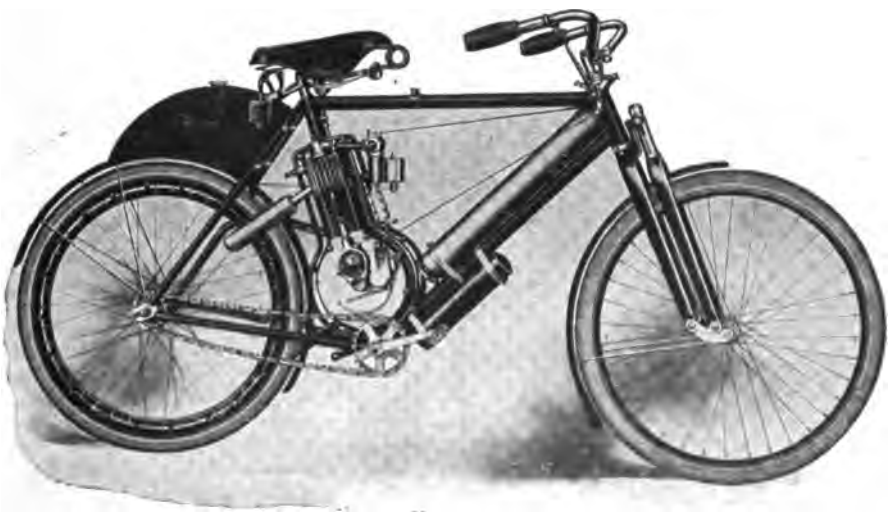
Pennsylvania Rubber Co., Jeanette, Pa.

ROYAL

by name—and royal in make-up and in performance is a good summarization of the

ROYAL MOTOR BICYCLES

1900



1908

FEWER FADS AND FRILLS

—and more genuine practicality born of nearly eight year's experience than is to be found in any other motorcycle on the market. Inquiry invited.

ROYAL MOTOR WORKS, INC. **WORCESTER, MASS.**

Chased Motorist Five Miles.

After a mad chase of fully five miles, Sergeant Samuel Johnson, of the Brooklyn Headquarters bicycle squad arrested David Mahaney, 23 years old, and residing at 13 East Fifty-fifth street, Manhattan, at Richmond Hill.

Johnson was pedaling along the Merrick Road in Jamaica, when he saw a thick cloud of dust up the road and presently an automobile shot past him. Turning quickly, he gave chase, and for nearly five miles it was a tussle between a high power auto and a motorcycle, in which the latter was the victor.

Officer Johnson told the lieutenant at the desk in the Richmond Hill station house, that while Mahaney was operating his machine at a rate of 45 miles an hour, a companion in the rear kept watching the officer to see whether he was gaining.

A charge of violating the motor vehicle law was entered against Mehaney, and he gave $100 bail for his appearance in the Far Rockaway court.

Motorcyclists who desire to hit high speed in the city's busy thoroughfares do so at their own peril. Not a peril from collisions with cars or telegraph poles or manslaughter charges, but a more deadly peril—the policeman's flying billy. This is according to the statement of the riders themselves. During the past week there has been heard a half-muffled, half-hearted complaint from some of the motorcyclists against "cops" who throw their billies at the speeding cyclists. One complainant says that a policeman threw his club at him in Walnut street, said club, literally speaking, putting his lamp out. Had he not dodged, the victim says, his lamps, figuratively speaking, might have been put out, as the club sailed close to his head. It struck the innocent lamp on the front post of the motorcycle and spoiled its shape and its usefulness. Another cyclist reports that his gasolene tank bears a scar as the result of a hurled club. This club was well thrown and the shock nearly put the motorcycle out of commission. Both victims admit they were going some, but argued that the "cop" ought to warn them of his dissatisfaction first and then it would not be necessary to throw things. Seen from the cop's point of view, the club was doubtless much more eloquent and to the point than a warning by word of mouth. The mental picture of a burly guardian of the peace standing on a street corner yelling himself hoarse at a motorcyclist going 40 miles an hour brings a smile. The ordinary patrolman is not a very dangerous foe to the motorist or motorcyclist who is speeding on the outskirts of the city, unless the "cop" is a pupil of Hanrattle, and those are few, and the qualifications are many. But in the city he is likely and should by all means be the bitter enemy of the speed fiend who forgets human life and other persons' rights in his mad rush through space. However, the motorcyclists have, probably, a right to object against the throwing of clubs as an officer is not authorized to maltreat or damage property in enforcing the law, and therefore is not acting according to orders when he begins to throw things. At that his only critics would be the motorcyclists and naturally they would be sensitive about being a target for a mahogany club. Sacrificing their craving for speed while in busy and crowded thoroughfares would probably stop the club-tossing.

Jack Fecitt, Pioneer Wheelman, Now Rides a Motorcycle.

In all New England there is probably no better known wheelman than Jack Fecitt, of 341 Freeport street, Dorchester. From the way he piled up a mileage on his motorcycle last season there promises to be no better known motorcyclist.

Five thousand miles on a Marsh-Metz machine made by the American Motor Company of Brockton, Mass., is his record for eht first season after he really found a machine that suited him. Previously he had tried several other makes and found they gave him too much trouble, and instead of sticking to his bicycle.

Mr. Fecitt claims the honor of being the first American to ride a wheel, and it is believed there are few to come forward to dispute him. He did his first riding in 1869 in England, and a year later purchased his first bicycle.

To follow up his pioneer record, he became one of the founders of the first bicycle organization in this country when the Boston Bicycle Club was started. He was also a member of the famous Massachusetts and Roxbury clubs, and it was nothing for him to grind out 5,000 miles a year.

Mr. Fecitt is now just as enthusiastic a motorcyclist as he was a wheelman. "Now that I have found a reliable machine I am looking forward to all kinds of good times; trips far in the country and a good 1000-mile tour on my vacation.

"If some of my old comrades of the cycling days only knew the pleasures to be derived from a Marsh-Metz machine they would not be without one. As fast as I can reach them I am preaching the gospel of motorcycling into their ears with good results, but it is only the few tht I run across instead of the good many."

The American Motor Company, the makers of the motorcycle that Mr. Fecitt rides, have just opened their first branch store at 218 Clarendon street, Boston. Other branches are soon to be opened in New York, Chicago and San Francisco.

"We got the 23-tooth sprocket Saturday night, and the writer succeeded in cleaning up yesterday on the Williamsville road the $250 Thor machine, 1908 M. & M. and all others who showed any signs of speed. There were probably 50 motorcycles on the 20-mile stretch of macadam road, and the R.-S. was the king of them all."

The above is an extract taken from a letter received from F. F. Rick & Co., agents for the Reading Standard motorcycles at Buffalo, N. Y., under date of March 23, 1908.

ISTHMIAN CANAL COMMISSION.

Washington Office.

March 24, 1908.

The Reading Standard Co.,
Reading, Pa.

Gentlemen:—The Model D twin cylinder arrived yesterday, but I did not try it until to-day. Naturally I expected a fine machine, but was surprised to find that it exceeded my fondest expectations. I consider it the cream of motorcycles and do not doubt it will live up to it.

Wishing you every success, I am,

Very respectfully yours,

THOS. O. WANSLEBER.
728 Eleventh St., N. W.,
Washington, D. C.

Don't repair a puncture in a hurry—take time, do it well, use good cement, etc.

Don't forget to strain your gasoline.

Don't look into the gasoline tank with a lighted match or candle.

Don't blame the carburretor for all your troubles—look elsewhere first.

Don't fail to examine and clean spark plug and contact points once in a while.

Don't forget lubricating oil is cheaper than parts.

Don't always blame the machine—maybe part of the trouble is with the operator.

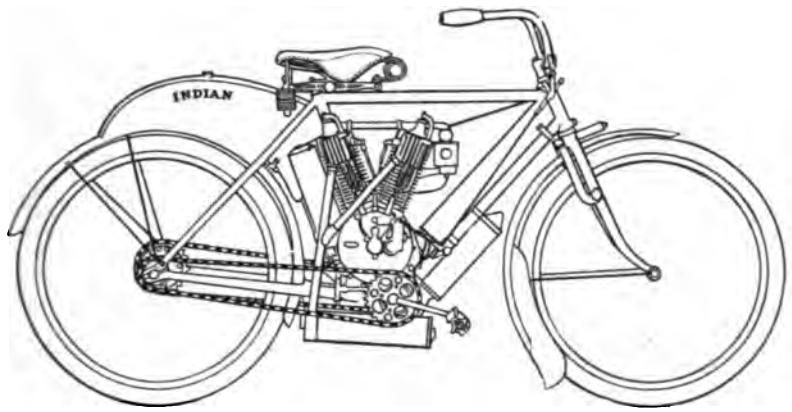
Don't ride through city streets with the muffler wide open and at high speed.

Don't buy a cheap motorcycle—buy the best. The Indian is considered the best—ask Indian riders.

Don't tackle a job on a motorcycle unless you know how—experience costs money.

Don't forget that there are good men who make a specialty of this work; so when in trouble see F. B. Widmayer, the Motorcycle Man, of 2312 Broadway, near 84th Street, New York City.

GET IN EARLY AND AVOID THE RUSH!



Each Succeeding Spring

The Demand for Indians

has taxed not only the factory but the Indian agents. For, of course, every purchaser has wanted his machine in a hurry.

He is a wise buyer, therefore, who takes time by the forelock and places his order NOW.

F. A. BAKER & CO.

37 Warren Street, NEW YORK — 1080-82 Bedford Avenue, BROOKLYN

New York, Feb. 15, 1908.

The Motorcycle Publishing Co.

Gentlemen:—I enclose photo which I thought you could use in your prize contest. Some of the fellows in the club (N. Y. M. C.) were mean enough to say that that was the kind of machine I should always ride, as it is slower than a velocopede, as I am like the proverbial "cow's tail," always behind in our club runs. Be that as it may, it still remains that it is the only machine which I owned which did not give me any engine, valve or tire trouble, and puts Ovington to shame on his theory (or conundrum) of "Why is a magneto."

Hoping you can use photo, I am, Yours, etc.,

A. O. Viereck.

N. S. U. MOTORCYCLES ARE TRUMPS

—THAT'S WHY HE LAUGHS—

and well he may, for, the man who rides the 1908 N. S. U. will be happy and contented.

HE'LL GET THERE and HE'LL GET BACK and what's more at the time set.

There are a few fundamental points of highest merit embodied in the N. S. U. which should be considered by every purchaser, these are:

The Standing and Experience of the Manufacturer;
The Care used in Construction;
The material employed;
The Appearance;
The Power;
Price.

If you live in JERSEY write to me for information or list. Questions thankfully received.

AL. BARTSCH

Agent for North New Jersey,
ANDERSON STREET (Cor. Linden St.) HACKENSACK.

TIGER CYCLE WORKS CO.,

782 Eighth Ave., New York City.

ANNOUNCEMENT for FEBRUARY

1908 Models of

"CURTISS" MOTORCYCLES

Ready for Delivery.

Notice:

More powerful than ever, which means still more speed. Improved to an extraordinary degree of perfection, which means Reliability and Satisfaction.

FULL STOCK OF SPARE PARTS ON HAND

No better opportunity than the present to have your machine overhauled and put in good order.

We have the men who can do it, in an expert manner.

We build machines according to your specifications.

All kinds of experiments worked out.

TIGER CYCLE WORKS CO.

782 Eighth Avenue, - - - New York City

F. A. M. OFFICIAL REPAIR SHOP.

1908 Motorcycles

INDIAN AND THOR

CHAIN OR GEAR DRIVEN.

ROYAL AND THEIM

BELT DRIVEN.

1908 Models now in stock—order now for immediate delivery. Special attention given to mail orders.

Send for Motorcycle and Complete Specialty Catalogue.

F. B. WIDMAYER

2312 Broadway — New York City

20th Century CONTAINED AND SEPARATE GENERATOR
BICYCLE, MOTORCYCLE, AUTOMOBILE & BOAT LAMPS & GENERATOR.
20TH CENTURY CATALOGUES.
20TH CENTURY MFG. CO., 19 Warren St. New York.

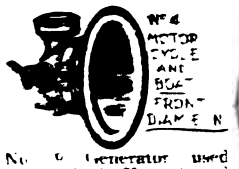
Construction the best.

Finest Lenses

Front diameter, 4½ inches

Brackets in Variety.

No. 67 SEARCH LIGHT.



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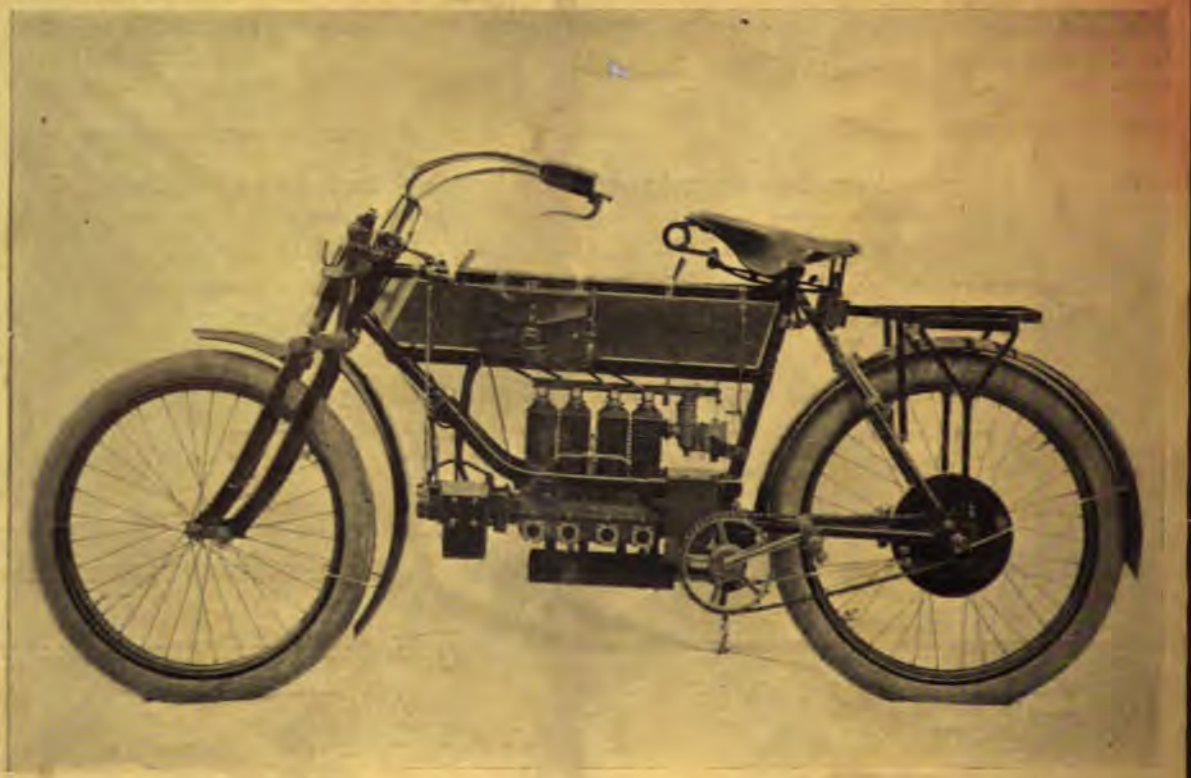
1908½ Model

In response to an urgent demand from us, the Fabrique National d'Armes de Guerre, whom we represent exclusively in this country, have brought out a special model designed particularly with regard to the conditions existing in America. They will continue to make the model we have already announced as the 1908 Model, but at an extra price to us they will furnish a special machine which we shall call our **1908 ½ Model.** As this new machine is so much better suited to our roads, we have decided to discontinue the ordinary model and import only this special **F.N. BIG FOUR.** And, although the F.N. Company have increased the price to us on this special machine, we shall not alter our prices in America. We shall make up for the amount cut off of our profit by selling more motorcycles.



Difference between 1907 and 1908½ Models

LARGER ENGINE—The new machine will have a 5-h.p. motor instead of a 4½-h.p.

LOWER FRAME—A 2-inch lower frame will be employed. Formerly a 22-inch frame was used. Hereafter a 20-inch frame will be standard. On this frame a rider can easily sit in the saddle and rest both feet firmly on the ground.

HEAVIER RIMS—Much heavier rims than were used last year will be employed. And many will be glad to learn that an American tire may be used on these rims, as well as the regular foreign tire furnished.

EXTRA HEAVY TIRES—Tires fully twice as thick as last year will be employed. These tires have an unusually heavy square tread and are designed particularly for use on American roads.

LARGER MAGNETO—The magneto is a Bosch High tension one, but NOT the small type found on ALL OTHER motorcycles. Ordinary motorcycle magnetos are not ball bearing. The "Type F.N.," as Bosch calls it, is fitted with the highest grade of ball bearings. Furthermore the magneto being bigger the spark is much hotter.

MINOR IMPROVEMENTS—In addition to the above, larger holes are used in the tanks, so that even the largest garage funnel may be utilized. An improved method of covering the priming holes over the cylinders has been adopted. The mechanism for relieving the back pedalling drum brake has received attention.

The **1908 ½ F.N. BIG FOUR** is just two years ahead of all others. Not long ago single cylinder machines were used exclusively; now twins are rapidly coming into use. They **must** come to four cylinders. We'll have a chance to say "We told you so" yet—and perhaps sooner than generally expected.

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N 5 1908

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VOL. III NEW YORK, MAY, 1908 No. 5

IN THE NEW YORK AUTO PARADE. THE 1908 INDIAN TRI-CAR; ENTERED BY F. B. WIDMAYER.

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Every Reliability Trial, Every National Championship,
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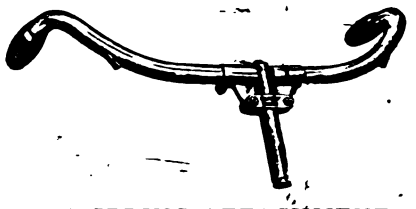

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The MOTORCYCLE ILLUSTRATED

Published on the first of each month by
THE MOTORCYCLE PUBLISHING COMPANY,
299 Broadway, New York. Phone, 7949 Hanover.
F. P. PRIAL, President.
Subscription One Dollar Per Year; Ten Cents a Copy.

New Ownership.

ON May 5th I bought this paper. Though two years old, it has not kept pace with the growth of motorcycling. There was, from the very start, a deadly lack of capital. That made for stagnation. Of late, too, there was discord between the proprietary interests. All this spelt futility, *non*-growth.

So, on May 5th, I stepped in as harmonizer, buyer, owner, whatever you will, and, in future, all departments of the paper will be in my hands. I founded *The Wheel and Cycle Trade Review* in 1885 and published it for fifteen years, during which time it was the *biggest* cycling paper extant. Then, in 1905, I founded the *Motor Boat*, and in less than a year it took *first place* among all yachting publications, here and abroad. Therefore I venture to say that I have the trick of success.

MOTORCYCLE will be immediately developed on broad lines. All the factors known to modern paper-making will be utilized. The journal will aim to interest and inform. There will be much for the man who knows only the simple joy of motorcycling, and plenty, too, for the expert, the technician. The various making and selling phases will have ample care. The editorial policy of the paper will be above suspicion. No particular interest will have the private ear of the editor.

However, I would not promise too much. MOTORCYCLE, month by month, must and *will* speak for itself. Each issue surely will show constant improvement, the stride upon stride towards the ever receeding ideal. But to accomplish anything I must have cordial and ready support. I want suggestions, facts, news, stories, pictures, *criticism;* above all, I want good will. I want business, too; plenty of it. And I will make good to the advertiser. The specialized paper of to-day must *sell the goods.* MOTORCYCLE will do that; it will be a potent salesman.

So watch us closely, and please pass the word around among your friends. Tell all the brothers that things will be doing, starting with the June number. Drop in.

FRANCIS P. PRIAL,
299 Broadway, New York.

MOTOR COPS IN KHAKI.

Toledo motorcycle policemen will be put into khaki for summer costume, and will have much the appearance of Uncle Sam's mounted forces. Toledo has reason to be proud of her motor cops, as they are familiarly called, for they have well-nigh revolutionized the manners of motorists in that city. Speed law violators now realize that there is something more than moral suasion in reserve for them, and that the Golden Rule has a distinct application in their cases.

GOOD SOUTHERN ROADS FOR CYCLERS.

Motorcycling in the South is receiving a tremendous impetus from the era of road building that has been inaugurated of late years. Throughout Georgia a large amount of modern highway has been constructed, as the direct result of a demand for better conditions on the part of cyclists and motorcyclists. The new shell road between Houston and Galveston in Texas, which is some sixty miles in length, will be one of the finest roads in the South, and add greatly to the number of motorcyclers living in and between those cities.

MOTORCYCLES FOR FIRE USE.

A fire-fighting motorcycle is the latest novelty among the two-wheelers. It carries a reel with 100 feet of hose, and is so designed that it can make speedy runs to the scene of the flames. The hose carried is of a standard size and can be fitted to the nearest hydrant. Such machines are now in use in several cities throughout Italy, and fire chiefs in this country are seriously considering their use over here. Some experimental work to this end is already under way by American designers.

A MOTORCYCLE TOWN.

Riverside, Cal., which by the last census is credited with slightly under eight thousand population, is unusually strong as to motorcycle enthusiasts. According to the municipal statutes each machine must be registered at police headquarters, and at last accounts there were eighty-six actual owners in the town, with a number of prospective purchasers still trying to make up their minds as to which machine is the best for their money. A club and adequate club quarters are now taking shape.

American vs: Foreign Motorcycles.

The American Viewpoint

By Edgar C. Fuller

Editor MOTORCYCLE ILLUSTRATED.

Dear Sir:—I have for a long time been very interested in the articles which have appeared in your columns regarding the American as compared with the foreign motorcycles. I have for a long time disagreed with the conclusions of many of the writers, but owing to the fact that I did not know much about foreign machines I have kept my mouth shut and my eyes open. I have also discussed many of the topics treated by your correspondents with a friend of mine who is studying engineering at Stevens' Institue. Together we have since come to conclusions which I beg leave to discuss in your interesting paper.

In the beginning I wish to state that I disagree radically with Mr. Ovington as regards magneto ignition. I believe that the chief grounds upon which he bases his advocacy of magnetos are: that magnetos are more reliable than dry cells, that they are cheaper, and that they add speed and power to a machine. I differ with him as to the truth of all these statements; indeed, it seems to me that there is no doubt that the contrary is true.

In the first place, as to reliability. The high tension magneto as used on the F. N., N. S. U. and other machines is composed of very many delicate parts, requiring an accurate adjustment in order to operate with any degree of satisfaction. It is well known that the liability of a machine's breakdown increases almost directly with the number and smallness of the moving parts. It seems to me hardly fair to assume that a magneto does not follow this general rule. I fail to see why magnetos are relied upon to do their work without attention when all other electric generators always have skilled electricians to watch them. However, aside from that, it is certain that every magneto is subject to breakdown through wear. Every magneto has to have some sort of brushes rubbing upon a revolving ring of metal attached to the armature. They must rub fairly hard and go without lubrication in order to assure a flow of current. As a magneto for a two or four-cylinder machine has its armature, making, with ordinary road gear of six to one, the enormous number of 95,000,000 turns in every 500 miles, it can easily be seen that sooner or later something must be worn away and a breakdown result. Beside that, there is the heating effect. In all dynamos heat is given off when electricity is being generated. This heating effect is provided for on all carefully designed machines by allowing free access of air and by using a suitable type of armature. Magnetos are tightly enclosed and have a type of armature that was discarded long ago on other electric machines because it gave off so much heat as to interfere with the running of the machine. As the wires in magnetos are insulated mainly with wax (paraffine) or shellac, both of which melt at a low temperature, this fact renders them particularly liable to short circuiting. If a short circuit occurs in a magneto it is practically ruined. If from any one of the thousand and one things which go wrong on even the best machinery a magneto gets out of adjustment, it will cripple the whole wheel. Mr. Ovington himself has written of such a case where the services of an expert were required to get the motorcycle back into service. Imagine going to an expert and losing the use of one's mount for a thing like that! No dry cells would do that for a machine. If a rider cannot fix his magneto himself on the road if it goes wrong, I cannot see how he can put reliance in it.

It seems to me that there is a lack of protection for a magneto. In case of a fall or a collision it seems to me that the position of most magnetos, notably the one on the F. N., renders them liable to damage. Almost the slightest injury would put a magneto out of commission.

Another thing is that very few people can tell when a magneto is about to fail. Experts in that line are very few. Besides, a magneto can give out without warning; a dry cell, never. When a magneto gives out, it means a repair or a new magneto, both of which cannot be had on the road. If dry cells give out, it simply means either that new ones must be bought or that the batteries must be given a chance to recuperate. Dry cells are sold all over the country almost as universally as gasoline, so there is not much trouble in getting an entirely new set anywhere. Failure of dry cells means a short, failure of a magneto, a long walk.

A word as to cost. Assuming that a set of dry cells will run a machine a thousand miles (they

will with care) for the price of the cheapest magneto one can buy dry cells enough to run 85,000 miles. To the cost of the magneto must be added the cost of repairs, the amount of depreciation, etc.; for most machinery this figures out about 10 per cent. a year. As 8,500 miles is a fair number to go in a year, it will make the cost of maintenance of the magneto equal to 100 per cent. of the original cost. By the time a man is through riding, he will have saved enough on dry cells to buy his son a new machine. Brothers, use dry cells!

Nor is this all. It takes power, which means gasoline, to generate current. A battery of dry cells will give 90 watts, a magneto twice as much. (Authority, Mr. Ovington.) .746 watts are given by a horsepower. That makes the power used by a magneto nearly ¼ horsepower. One-quarter horsepower would use a pint of gasoline in an hour. With gasoline at 20 cents a gallon, it would cost five-eighths cent per hour to operate a magneto. If the distance given above were covered at 20 miles an hour, the cost of the gasoline would be nearly $30. This is trivial, but I think it disposes of the economy arguments.

As to speed, I think that part of what has gone before—that is, the relation of magneto ignition to power—will settle that question, for it is very evident that anything which takes ¼ horsepower from a 3 or 4-horsepower machine must make it slower than a machine not thus handicapped. It is said that a hot spark makes an engine more powerful, or that the hotter the spark the more power an engine will give. This is not true. I will not go into detail, but Dugald Clark, the most noted authority on gas engines in the world, proves in his work on the gas engine that as long as a charge of gas is ignited, the slower the flame spreads the more power it gives. Other experiments have proved the same thing. I think that the F. N. is a confirmation of that view. Would anyone think of matching an F. N. machine with a 4-horsepower Indian or a 5-horsepower Curtiss? If they did, the result would surely confirm my statement.

The great trouble with foreign machines is their complication. The rider of the average foreign machine has more things to manage than the driver of a locomotive. This must surely detract from his pleasure. The chief beauty of a motorcycle is not the fact that it runs on two wheels, nor that it is cheap, as foreigners seem to think, but that it is simple and does not require too much attention. As a matter of fact, some of the foreign machines are automobiles in everything but the number of wheels and comfort. If a rider has to think all the time which string to pull, there is little time for him to think about scenery or the pleasure of riding. The worst thing about all the complication is that it is rendered necessary by the stupidity of the designer. First, he builds a single-cylinder machine. He finds he has made it too heavy to stop easily. Then he puts on a band brake. After that he thinks of an exhaust lift, a spark control, a throttle and a few other gew-gaws. When he is through he finds his machine slow on the levels or else that it can't climb hills. Then he adds on a few cylinders. They improve things, but then two-cylinder American machines can beat him as long as he sticks to his road gear. Then he puts on a two-speed gear. Now the machine is so heavy that the motor labors and jerks the cycle. Then he puts on a four-cylinder engine, and "it's two years ahead of the rest" in imitating a road locomotive. He makes a noise like an auto, wears out tires and gears like an auto, comes limping home on three or two of his four cylinders, costs like an auto, and is beaten by the rest of the motorcycles—just like an auto. He next tries to persuade himself that the faults of his machine are virtues.

Another great fault of the foreign machines is their weight. This is due in part to the magneto, which is very heavy for such a small thing, but more largely to the fact that the forign designer has absolutely no idea as to apportionment of metal, building a machine which requires a much larger amount of strengthening than would a better designed machine. In other words, instead of eliminating useless weight, he has to strengthen the parts made too weak to stand the strain thrown on them by the presence of that weight. To the weight already present he adds the weight of the various levers, Bowden wires, etc., necessary to operate the machine as he has designed it. Taking the figures you gave in your April number, I have drawn up the following comparing the weights of the various models of the N. S. U. with those of standard American machines. I take the N. S. U. because it is the only foreign machine the weight of which is given:

N. S. U.—3-horsepower; bore, 2¾ inches; stroke, 2¾ inches; weight, 140 lbs. 3½-horsepower—Bore 3¼ inches; stroke, 3⅜ inches; weight, 170 lbs.

Indian—2¼-horsepower; bore, 2¾ inches; stroke, 3¼ inches; weight, 125 lbs.

M. M.—3-horsepower; bore, 3¼ inches; stroke, 3¾ inches; weight, 135 lbs.

This shows a difference in favor of the American machines of from 15 to 35 lbs. I did not pick out either the M. M| or the Indian on account of their light weight—there are several lighter machines—but I took these to be average in weight. For instance, the Curtiss, with only one-eighth inch less bore than the N. S. U., is nearly 50 pounds lighter.

What is the result of this extra weight? Loss of ability to start and stop quickly, lack of safety, owing to the difficulty in stopping or starting quickly, either poor hill climbing ability or slow speed on the level, necessitating the use of a two-speed gear with its bother, expense and unreliability, and shortened life.

Here some people will object, claiming that a band brake is liable to stop that heaviest machine. It will; but an equally powerful brake will stop a lighter machine much sooner. Some people will object to my statement that American machines are faster than foreign machines. I claim that with ordinary road gear and in the hands of men who do not make a business of riding, they are. For instance, there is a 2-cylinder N. S. U. in this

neighborhood which I beat easily with my 1905 Marsh every time we come together. Again, just yesterday I had a race with an F. N. rider over a bad road and beat him easily, too. I must admit that his engine was running badly; but although I met him later in the day he had not gotten his machine in trim yet. I believe speed is the ability to go fast all the time, not at special times. Have foreign machines won any hill climbs against American machines? I am not sure upon this point, but I believe that they have been defeated in every hill climb on this side of the ocean. Of course, that is hardly a very good test, for hill climbing is dependent on the skill of the rider and the choice of the right gear, but as hill climbing ability means, with the above conditions left out, light weight with high power, I think I can state that foreign machines have always been beaten.

A word as to reliability. I think I can state with assurance that the experience of observing riders has been that of all the machines which have been seen giving trouble on the road, one-half have been foreign machines, and that of this number about 90 per cent. of the riders of American machines and 10 per cent. of the riders of foreign machines have been able to find the trouble and correct it. Reliability, I believe, is almost as much a matter of machines being so built that any trouble can be easily found and corrected as being so built as to run for a maximum time without trouble. In this connection I wish to state that I do not believe four cylinders more reliable than one, for it is capable of mathematical proof that four cylinders are four times as liable to breakdown as one. While it is less likely that all four will fail at the same time, yet anything which would make one cylinder balk either would be so insignificant as to render a moment's work enough to fix it or so serious that it would need instant attention. Mr. Ovington has told us how often one or more of his cylinders has given out and how he rode home because the others kept on. It seems to me that the one cylinder of an ordinary cycle does not give out as often, thus confirming the mathematical proof.

Why then multiple cylinders? There are two answers: for speed or imitation. For foreign machines to compete with native machines they must have higher power. It is inconvenient to have all the power in one cylinder, therefore more than one must be used. If a motorcycle is to be built as much like an auto as possible it must have four cylinders and shaft drive. The claim that four cylinders possess more pulling ability is absurd, for if they did the extra power would show on the brake test for horsepower and the rating would be higher. They are better balanced, but as there is no jar from the engine on a good motorcycle a less jar is impossible. On the other hand, many cylinders give more trouble than one, cost more, make more noise, and either render necessary a frequent renewal of batteries or the use of a magneto, a thing which can never be depended on. This last statement is proved practically by the fact that all automobiles equipped with magnetos are also equipped with batteries, and that of all the automobiles so equipped (with high tension magnetos) fully half are to-day running on the batteries because it is impossible to keep the magnetos in order. This last statement I make upon the authority of a chauffeur who has had his own experience with a magneto. I do not feel that I have completely proved my case, owing to the fact that while every statement I make is, I believe, capable of proof, I have not the time nor you the space to give that proof. However, if any reader would like that information, and you would grant me the use of your columns, I will be glad, if possible, to satisfy him.

AT LOS ANGELES, FEBRUARY 22. P. J. Q. DERKUM MAKING NEW WORLD'S TIME TRIAL RECORDS, ONE TO TEN MILES, 1 MILE, 1.04 1-5; TEN MILES, 10 MIN., 2 SEC.

ACCORDING to present indications, the season of 1908 will be "boom year" for the Middle West as far as the motorcycle game is concerned. As Chicago is the city of the Middle West, a considerable portion of the trade will center there, and many of the manufacturers have realized this and established branches there or at least given particular attention to the selection of their representatives in Chicago.

The motorcycles have taken space along Michigan avenue in the locality known as "Auto Row." In the heart of this district four large motorcycle concerns are represented, and the volume of business already done has amply repaid them for the large initial outlay necessary to locate on the aristocratic "Row." The four firms mentioned are: The Aurora Automatic Machinery Co., 1470 Michigan avenue; H. H. Thorp & Co., 1221 Michigan avenue; The Hendee Manufacturing Co., 1251 Michigan avenue, and the Excelsior Auto Supply Co., 1436 Michigan avenue.

Mr. A. C. Andresen, manager of the Chicago branch of the Thor factory, said regarding the trade prospects:

"They couldn't be better. We are favorably located, our machine is well known, the factory is near at hand, and what is still more important, the public want motorcycles. They want good ones, and they want them now. We are fixed so that we can meet the buyers half way and show them machines to suit every taste and pocketbook."

George Lyons, manager of the Speed Shop, located at Thirty-third street and South Park Boulevard, was optimistic over the outlook. "If I can only get enough machines to supply the demand I will soon be on 'Easy' street. At present my entire stock has been disposed of and I have booked numerous orders for future delivery." Mr. Lyons is also interested in the racing game. A very speedy looking machine has been recently turned out of his shop. Regarding it, Mr. Lyons said: "Well, it ought to hump some. The best is what she is made of, and if she only comes up to the reputation of her French 'P. F.' motor there certainly will be some fast going around here."

MR. J. S. WOODWORTH OF THE EXCELSIOR COMPANY.

GEORGE LYONS AND HIS NEW RACER.

Mr. J. T. Fisher, who is managing the Western branch of the Indian factory, said: "My highest expectations have been surpassed. The name Indian seems to be magic in the motorcycle world, and in all my automobile career I never was so busy as I am now. The motorcycle is the thing."

Mr. Boardman, of the H. H. Thorp Co., was all smiles when asked his opinion of the present season. "Why," he said, "it's great, simply great. If the factory can only turn out enough machines to supply our agents everything will be fine. We have not missed a day yet that at least three agencies have not been closed and as high as seventeen have turned up in one day's mail. The Armac is

THE HOME OF THE THOR IN CHICAGO.

'right,' and cannot fail to make good in the hands of the novice or expert. The present season is 'hay time' for the game and more motorcycles will be sold this year than in the entire past."

I. H. Whipple, 260 W. Jackson Boulevard, was, as usual, enthusiastic (only more so). He fairly bubbled with good nature and optimism. "Does it look good?" he exclaimed, showing the stubs of his receipt book. "Looks as if there was no trade in the second-hand line, too—not!" he said, showing his second-hand list badly covered with numerous sold checks. "Really, I have hardly had time to eat since the fine days have set in. I simply cannot get enough machines, and as far as accessories, clothing, etc., are concerned, it seems that all the West Side has taken a motorcycle turn of mind, and they all drop in on me at once. The long expected boom is here, and from now on the motorcycle dealers will be rolling in wealth—figuratively speaking, of course."

Mr. J. S. Woodworth, vice-president of the Chicago Motorcycle Club and sales manager for the Excelsior auto-cycle, said, when asked his opinion of the game, "Well, the only thing I can find fault with is the fact that the supply is wholly inadequate to the demand. The country trade is begging for machines, and I have to almost steal them from the factory in order to fill my orders. The factory is working at its utmost capacity to even partially supply the demand, but as machines are turned out comparatively slow on account of the exceptional care taken in manufacture, we are steadily dropping behind in our orders. Nineteen eight should, and certainly will, be a banner year for the motorcycle game."

Many other men were questioned, and all were enthusiastic over the prospects excepting a policeman. He was gloomy. "Faith, and don't I have enough trouble with the autymobeels without thim blamed two-wheeled streaks? They carry no numbers—you couldn't see 'em if they did; they all look alike, and when they try to get away, sure you might as well try to hit a humimn' bird with a billy as to catch this!" Sad but true.

A PROMISING LOOKING MACHINE.

WAS FEATURE OF PARADE.

Among the attractions in the large automobile parade held in New York City on the evening of April 7 was the decorated 1908 twin-cylinder Indian motorcycle and tricar entered by F. B. Widmayer, of 2312 Broadway, the Indian agent. This car was operated by Mr. Lee Ruck, and the fair lady in the front is Miss Alice Wells. The car was tastefully decorated with flowers, bunting, Chinese umbrella, streamers, and was lighted up by 26 special Tantalum electric lamps run by three sets of storage batteries. The effect of these new white lights was very fine. Mr. Sullivan also had a decorated Indian tri-car in parade. Mr. Chappell had an N. S. U. tricar and Mr. Ovington a F. N. motorcycle decorated with electric lights.

WESTERN MAKERS HUSTLING.

An Eastern motorcycle manufacturer who has been looking over his agencies in Chicago and other cities of the Middle West, gives some interesting details as to the proportions to which this industry has grown. His factory, he says, is working overtime and will turn out 5,500 motorcycles, as against 2,500 last year. A gratifying proof of the reliability of the modern motorcycle was brought to this gentleman's attention while he was in Olympia, Wash., recently. He was introduced to a physician who was still using a 1900 model of this manufacturer's make, No. 21, and which the owner stated had been used almost daily for professional purposes. The total mileage made by the machine had then exceeded [illegible]00 miles.

F. A. M. Stands For Genuine Amateurism.

THE MOTORCYCLE ILLUSTRATED
3 Broad Street, New York City.

Gentlemen:—Enclosed please find copies of communications which explain themselves, and also my reasons for sending them to you.

Yours very truly,
R. G. BETTS

March 31, 1908.

Editor The Motorcycle,
Coventry, England.

Dear Sir:—Your valued favor of 12th inst. is before us. As at about the time of its receipt there was also received a communication on the same subject from the secretary of the Autocycle Union, I am enclosing a copy of the reply which to-day has been made to that gentleman, and which I believe fully explains the situation and our position. If this proves not the case, you have but to say the word to have any further inquiry answered, or any further information supplied, and very cheerfully.

Although Mr. Theodore K. Hastings no longer is a vice-president of the F. A. M., he still is a member of it, and as you say you have sent to him, and also to the editor of Motorcycle Illustrated, a copy of your communication to me, I am doing likewise in respect to this reply.

Respectfully,
R. G. BETTS President.

March 31, 1908.

Secretary Auto-Cycle Union,
18 Down St., Picadilly, London.

Dear Sir:—Your unsigned but esteemed favor of the 12th inst. is received. The statement which appeared in the Bicycling World is merely a statement of a self-evident fact based on the amateur rule of the F. A. M., which is as follows:

An amateur shall be construed to be a man who has not competed in any sport against a professional or for cash, whether in the form of prizes, wagers, gate receipts or "appearance money"; who has not sold or otherwise realized pecuniary benefit from a prize, and who does not engage in competition as a means or a partial means of livelihood.

The language of this rule is so clear that I think you will agree that it is not capable of misunderstanding or misinterpretation. The published statement to which you refer was inspired by an item which appeared in one of your own journals, and also by the fact that at about the same time an American who contemplates a visit to your shores had made inquiry of Mr. Roland Douglas, chairman of our competition committee, and obtained an opinion to the same effect. This organization, like practically all other sports-governing bodies, recognizes but two classes, amateurs and professionals, but naturally it is the privilege of promotors to restrict their events to private owners or to limit them in any other way, so long as such restrictions do not infringe our amateur rule.

The last copy of your rules of which we are possessed are those adopted in 1905, but we are not wholly unfamiliar with the two classes established by you; i. e., trade riders and private owners, nor are we unaware that such clasification is based on the fact that motorcycle competition in its broadest sense is not an athletic sport. I trust, however, that I am not overstepping the bounds of tactfulness when I state that in my opinion sportsmanship is not a thing to be measured or limited by the size of a man's muscles or his strength of wind, or by the instrument which he employs. Esteeming it a test of speed, skill and courage in which the one-man factor is dominant, the F. A. M. regards the man and not the machine as the master, and has placed motorcycling in the realm of sport, of which the amateur definition is the foundation; and I am not unhopeful that the time will come when the man who is a professional in any sport will be universally regarded as a professional in all sports, for it appears logical that that which is not a sport is a business or profession.

Earlier in the career of the F. A. M. a lapse in its rules made it possible for a limited number of professional cyclists to compete as amateur motorcyclists, a fact which caused continuous disturbance and which even brought objection from one of our allies, of which there are three: the Amateur Athletic Union, the American Automobile Association and the National Cycling Association. The mistake in question has been rectified, and I feel quite certain that you will admit that it scarcely would be consistent or proper did we recognize as legitimate, when committed abroad, that which our rules specifically define as illegitimate on this side of the water.

I note that your rule, which applies to the private owners' class, does not require that it be restricted to amateurs, and that it does not prohibit the competitors from accepting cash in prizes, even though this practice may not prevail. Our understanding that they were given their choice of medals or money was conveyed by a gentleman who stated to me personally, and to others, that he was offered that choice. I may add that we do not consider mere trade connection as prima facie evidence of professionalism, and that, therefore, your "trade riders' class" also would seem automatically to professionalize any American who might be forced, because of his [illegible]ation, to compete in that class.

We are not insensible of the desirability and the stimulating effects of international competition, and at any time that suits your pleasure we are quite ready to enter into any negotiations that may assist in promoting that end.

May I also embrace this opportunity to inquire the basis of your ignoral of the Motorcycle of Coventry? As, until last fall, when we learned definitely that it no longer was being respected abroad, we very rigidly adhered to the 110 pounds limit fixed by the late international federation (to the secretary of which our application was forwarded several years ago and never acknowledged) for absolutely no other purpose than that our records should stand unquestioned, we are led to believe that your failure to accord American performances their due is traceable to lack of information concerning either the facts or the figures. We never have doubted or ignored your records and feel that ours should be accorded similar recognition. If there is any information you desire, it will be cheerfully furnished.

With assurances of respect, believe me,

Fraternally yours,

R. G. BETTS President.

Boston Motorcyclists Open the Season.

THE motorcycle club recently formed in Boston, which has taken unto itself the name of Massachusetts Motor Club, made its debut on Patriots' Day, Monday, April 20th, 1908, with a most successful century run to Worcester and return. The affair could in no way be considered a local one, for there were motorcyclists in the run from New York, Waltham, Worcester, Springfield, Lowell, Brockton, Dorchester and numerous suburbs of Boston.

The run started shortly after 9 o'clock from Copley Square, the weather looking anything but propitious. However, the threatened storm did not seem to deter many from the trip, for there were 62 riders started away when the word was given, facing a cold, raw wind. When about 12 miles from Worcester the riders ran into a heavy snow squall which looked so threatening that several riders expressed the opinion that the roads would be very slippery on the way back; but after a half hour's duration the squall ceased and nothing appeared to make matters disagreeable for the remainder of the trip except a fine rain. There were no accidents, except a slight one in Worcester which added a little humor to the run. This happened when contestant No. 23 collided with his fellow rider No. 13, and was put out of the run. No. 13 got through all right, however.

Of the 62 starters the following finished within the allotted time of six hours: A. A. Hoyt, W. L. Drake, W. A. Estes, R. R. Moore, F. A. Blodgett, C. W. Puttnam, M. P. Crillis, Jack Fecitt, W. A. Stewart, A. E. Shallenback, R. H. Jacobs, L. A. Breck, L. A. McLean, M. J. Parker, J. A. McKeever, Rolle Abelle, C. E. Crout, Frank Satterthwaite, C. H Breck, R. R. Wyman, R. E. W. Vibal, Frank Watkins, A. H. Bachelder, Frank Cross, A. W. Priest, Charles S. Piper, Joseph Messer, O. F. Needham, W. H. Ellis, John Learnets, Henry Meshoff, Mr. and Mrs. Edward Boulte, George Norris, Dougal, Merry, C. A. Libby, Dwight Patterson, R. A. Pickins, W. T. Marsh, Dr. C. E. Smith, H. F. Smith, David Wyatt, Mr. and Mrs. Guy Greene.

Of the four New York riders in the run, three finished on time, the unfortunate one being Mr. Geo. P. Jenkins, who had been surreptitiously shadowed from New York by his now historic rear tire "hoodoo."

After the run a banquet was tendered to the riders by the American Motor Company at the Hotel Nottingham, which the guests did justice to after their long ride in the cold wind. After dinner addresses were made by prominent motorcyclists who were ably introduced by Mr. Jack Fecitt, the toastmaster. The speakers were: Mr. George P. Jenkins, president of the Metropolitan Motorcycle Club of New York, Mr. Alonzo A. Hoyt, president of the Massachusetts Motor Club, Mr. Dwight Patterson, vice-president of the New York Motorcycle Club, who made the entire trip from New York on a motorcycle; and Mr. Charles Metz, "the father of the motorcycle," who treated his listeners to a most interesting story of his connection with the bicycle and motorcycle history of the country. Dr. Smith, the secretary of the club, then distributed the souvenirs to the successful riders in the run, which souvenirs consisted of leather watch chains with gold slides on which is engraved "Perfect Score." The object of the same is to add a new slide to the chain for every perfect score in a run; so that the chain will eventually be entirely composed of such slides.

MOTORCYCLE RACES IN BIRMINGHAM.

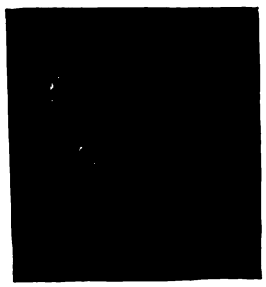
The Birmingham (Ala.) Motorcycle Club, which is one of the liveliest sporting organizations of the Southland, held a series of motorcycle races on April 25 at the State Fair Grounds. Something over a score of riders were entered, including a number of out-of-town riders from New York and other Eastern cities. The proceeds of the meet will be applied to the building of a club house.

BRITAIN'S HUNDRED THOUSAND.

While the automobile has been in the limelight the past few years, the motorcycle has been making enormous strides lately and will shortly be running neck and neck with its big brother. It is already claimed that of the 100,000 motorists registered in England, one-half are owners of motorcycles. Should this ratio be extended to America, more than 50,000 new motorcycles will be demanded in the next few years.

EDITORIAL

MOTORCYCLE DEVELOPMENT.



N looking over the field thus early in the spring of 1908, nothing appears to mar the outlook for the greatest season for the motorcycle ever known in this country.

The experimental days are over, the look of askance is banished from the would-be purchaser, and his money is put up for an early delivery. All of the manufacturers are extending their plants and sending out their machines. The feeling of doubt has left the capitalist, as he can see the future means goods dividends.

One encouraging feature is the number of motorcycle clubs that are being formed all over the continent. This getting together of affiliated interests will tend to enlighten the riders and prevent nuisances that individual riders are sometimes prone to make of themselves.

Besides the utility of the motorcycle for business purposes, the women are showing an interest in the sport. The first woman subscriber to The Motorcycle Illustrated was received last month. The young man who wants to succeed in affairs of the heart should at once annex a tri-car or side care to his mount and call upon the woman of his choice and give her an outing on this outfit, and he will find that the comforts of the motorcycle built for two will help him progress faster with the tender passion than though he owned an automobile which the more wealthy suitor is possessed of.

IDEAL FOR POLICE USE.

The talk around the Board of Public Safety chamber at Waterbury, Conn., about the appointment of the new sergeant and patrolmen has revived agai nthe scheme that was so seriously talked over last year of adding a motorcycle man to the day patrol and at the next meeting of the board the matter will be brought up and urged.

Waterbury certainly needs such a patrolman who can shift quickly from one end of the city to the other with a speed that will do away with a good deal of the lawlessness that now goes on almost without molestation. It is a well recognized fact in the headquarters that the outlying beats are imperfectly patroled and that it is the easiest thing in the world for a thief or robber to steal into a house or hold up a man on the streets and get away long before an officer can be found.

This state has been complained bitterly of a number of times during the last six months, and it will be worse now that the spring is here, when flower beds will be raided and destroyed and kitchen gardens overrun by night prowlers.

With a motorcycle a man can cover eighty-five miles a day at an expenditure of twenty-five cents for gasoline and oil, and such an expense is but insignificant when the immense benefit derived from it is to be considered. An ounce of prevention is worth a pound of cure and the knowledge that a cycle policeman is liable to drop from the sky at any minute would have the effect of preventing a great percentage of this lawlessness and allow the suburbanites to feel that they have something else than hardware to defend them.

A 1600-MILE MOTORCYCLE RUN.

A moorcycle feat, which for size and importance to the sport has never been equalled in this country, has been planned by the newly organized Western District of the Federation American Motorcyclists. At the end of the National Federation annual meet, which will be held in New York early in July, the Western District members will start for Chicago awheel, and will follow a devious course, taking in all the large cities in the East and Middle West. If the present plans are carried out, the trip will eat up some 1,600 miles, and will account for not less than ten days. The finish will be enlivened by a Western district championship meet at a track in or near Chicago. Probably the Harlem or Libertyville track will be chosen. The tour is proposed in order to arouse interest in the two-wheeled vehicle, and to demonstrate its efficiency and reliability under hard highway conditions demanding considerable speed. The idea is said to be favored by the manufacturers generally, and virtually all of the important makes of motorcycles will be represented.

The touring committee of the Western District, F. A. M., under whose management the run will be undertaken, consists of I. F. Alofsin, of Chicago, chairman; Irving R. Hall, John F. Ball, of Milwaukee; W. E. Rheutan, of Aurora; John T. Fisher, Edward A. Thiem, of Minneapolis, and John S. Woodworth. Rules similar to those used on Glidden automobile tours will be drafted for this occasion.

The Akron press calls attention to the fact that the number of motorcycles in that city is growing amazingly since the first signs of spring became visible. The fact is also noted that the new crop of riders is composed largely of business men, and that the use of the motorcycle as a commercial vehicle is being widely recognized. For all of this, it can easily be explained, there is a good reason. Akron is built on more hills than was ancient Rome, and the motorcycle is right at home in such a region, giving swiftness and efficiency to the wheelman, without any of the leg-weariness which the ordinary bicycle owner is called upon to endure in a hilly section.

MOTORCYCLE RACES.

Motorcycle races will be held at Point Breeze track, Philadelphia, Pa., under the auspices of the Philadelphia Motorcycle club, on Saturday, May 23rd, 1907, at 2.30 p. m. America's fastest riders will compete. There will be six events, including an attempt to lower the one-mile record of 1.03 4-5.

Admission, 25 cents; grand stand free.

A GAS COMPANY MOTORCYCLE CORPS.

An extremely interesting use for motorcycles has been figured out by the Milwaukee Gas Light Company, which adds greatly to the service it renders. With the monthly bills the company sends out a post card showing the free service the company undertakes for its patrons. This service has to do with adjustments of range burners, gaslight mantles, and the many other gas problems which the woman of the house is often called upon to solve. When the help of the company's experts is needed, the patron drops the card into the nearest letter box. From ten to thirty cards are in the company's mail every morning, and a force of six motorcycle-mounted burner men starts out to visit the trouble centers. In addition to this sort of service, the machines are utilized in many other ways that save time and money to the company.

MOTORCYCLES AND THE POSTOFFICE.

While many motorcycles are used by the carriers on rural free routes the postoffice department requires each carrier to apply for permission before buying and using a machine. It seems that the department regards a carrier's time schedule as something that is almost sacred. A man may jog over his route in five hours with a horse, and cover the same distance in two with a motorcycle. But the department wants to be certain that the schedule, which ever it is, will be religiously maintained. For that reason the use of motorcycles is ordinarily permitted only when they can be in operation at least eight months in the year. Just why dwellers along R. F. D. routes should thus be penalized in the season of good roads, in any part of the country, is beyond the comprehension of the non-official mind.

QUALIFICATIONS FOR MOTORCYCLE SQUAD.

Last season's use of the motorcycle in police work was studied with interest by the chiefs all over the country. The consensus of opinion is that the members of a motorcycle squad must be of small and wiry build, and of an age ranging from 25 to 35. The police heads have decided that these men need not be extra strong as to muscle, but it is imperative that they be very active and full of nerve. So it happens that the big or elderly policeman finds himself out of it when it comes to picking men for the motorcycle force.

FIRE CHIEFS WANT THEM.

Judging from the letters of inquiry received by an Eastern manufacturer of motorcycles, at least one fire department in the United States is seriously considering the purchase of one or more machines. It is believed that for the use of a chief or assistant chief much better time can be made in getting a commanding officer on the scene of a fire than is now possible with a swift steed and chief's buggy. Experience with motorcycles and automobiles for fire service has proved a complete success in several foreign cities.

A WHEEL AROUND NEW YORK.

A New York paper has evidently sent some one around that city with a foot rule, for it announces that the circuit of Gotham can be made by means of a 32-mile bicycle ride. It is frankly stated that if one would undertake the trip it would be wise for him to take a day off, or appoint Sunday for the task. There is riding of a sort for the entire distance, but there are also sufficient difficulties and bad roads to fairly try the cyclist's mettle. The newspaper man who made the trip found the most interesting feature of the day to be the intense devotion to sport exhibited on land and water at the city's outer edge, and found about every sort practicable from safety tag on the decks of ice barges to horsemen and women ambling by Grant's tomb.

RIVERSIDE'S RECORD.

Riverside, Cal., a city of 8,000 inhabitants, has, according to the registration of motorcycles, 86 of these machines within its limits. California is an all-year-round riding country, and although the roads are not usually of the best, the motorcycle apparently can make time over them without much fatigue to the rider; and that is what the people of that section want for their means of transportation.

MOTORCYCLERS CARELESS.

Riders of motorcycles are getting rather careless about fast riding on the principal streets of the town and s hould be called down by the authorities. They should be made to ride slower and in every respect be compelled to comply with the law as much as automobiles. The time of day they speed through the streets and over the street crossings is about the time that school children are returning home from school, making is very dangerous for the little people. It is a very dangerous practice as now indulged in. Riders who indulge in speed as at present should be called down before someone is hurt.—Lafayette (Ind.) Journal.

NEW YORK FASHIONABLES MOTORCYCLE.

The latest diversion of the younger set is motorcycling, says the New York correspondent of the Pittsburg (Pa.) Dispatch. Half a dozen young women living in Riverside Drive have abandoned the bridle path for the motorcycle, and every morning they may be seen flying north along Broadway into Westchester county, and on through Yonkers to the exclusive Ardsley Club. The weather has been favorable for these trips, and the roads are ideal for fast riding. As many as a dozen men and women are daily seen along this course.

Motorcycle Illustrated
will get clever.
Send in your dollar to-day.

A NEWCOMER IN THE FIELD.

Although Magnet motorcycles are among the best known two-wheelers in Germany, it is quite safe to say that very few people here in America have heard of them at all. Realizing the great field for motorcycles in the United States, the Motorenfabrik "Magnet" of Berlin sent two of their representatives here to open an agency for the sale of these well-known machines. The two German engineers, Enrich Delling and Paul Hacketsal, after considering the many great cities in the United States, finally decided that Chicago was the best location for the estabishment of a branch office, and about the 15h of May will see them located on Michigan avenue in Auto Row.

These machines present many interesting features and two models will be handled in this country—a single of 3½ horsepower and a 5-horsepower twin. Both machines have low tension magneto ignition, and in the case of the twin, two magnetos are used. The bore and stroke of the single is 84x82 mm. and of the double 70x82 mm. The machine is particularly low, the top of the saddle being only 29 inches from the ground, so that even a short-legged rider can put both feet flat on the ground, while sitting on the saddle. Both motors have M. C. I. V. operated by overhead tappets. All machines have a veritable gear pulley which gives a change of gear ratio of 4 to 1 to 6½ to 1. A powerful hand brake on each wheel operated from the handlebars constitutes the breaking equipment. A feature not usually found on foreign machines is double fork sides extending to the handlebars and making it impossible for the bars to twist on sandy or rough roads. Although the saddle is so low, the engine clearance is fully five inches. The wheel base is 56 inches and the tires, Peter Union, are 24x2½ extra heavy type. The ignition is automatically advanced and the rider has only the carbureter control to manipulate in order to speed his motor. This simplifies the control to a remarkable extent, and according to Mr. Delling, who is a continental racer of renown, makes a grip control unnecessary for the exhaust valve lift and electric cutout are located on the bars, so the machine is always under the rider's control.

On the first shipment Mr. Delling expects three twin cylinders and seven single cylinder machines. It is to be hoped that Magnet motorcycles will be given the welcome they deserve, for they rank second to none in design, workmanship and finish.

SPRING RUN OF THE NEW YORK CLUB.

On Sunday May 10, subject to postponement to consecutive Sundays in case of rain, the New York Motorcycle Club will have its annual spring run. The starting and finishing point will be Bedford Rest (Bedford avenue and Eastern Parkway), Brooklyn. There will be two divisions.

First Division (entry fee, $2)—Survivors will receive a handsome silver medal. Start, 6 a. m., Bedford Rest. Turn, dinner stop, Southampton, L. I. Finish, Bedford Rest.

Second Division (entry fee, $1)—Survivors will receive a handsome bronze medal. Start, 9 a. m., Bedford Rest. Turn, dinner stop, Patchogue, L. I. Finish, Bedford Rest.

Entrants will be required to check at start, turning point and finish.

Participants finishing under six hours will be distinguished by a white band to be worn on the right arm.

Entrants will not be permitted to be towed or carried in any other manner than by the motorcycle with which they started, and are required to receive the signature of three checkers while on the run.

For entry blank write to A. G. Chapple, New York Motormycle Club, 2234 Broadway, New York city.

KANSAS CITY LIKES THE MOTORCYCLE.

Kansas City is rather hilly for bicycle riders, though the present year has shown a notable increase in the number of wheels used there. But hills do not bother the motorcycle to any great extent, and that type of machine has leaped into great popularity in the City of Bluffs.

A motorcycle club of some 100 members has already been formed, and it is claimed that there are not less than 125 other motorcycles in daily use.

Chief Ahern, of Kansas City, has been advocating the formation of a police motorcycle squad for a long time, but he was thwarted last season by opposition in the ranks of the councilmen. This year the chief will probably win out.

NEWARK HAS NEW MOTORCYCLE CLUB.

The New Jersey Motorcycle Club, a new organization of Newark, N. J., is planing to hold an endurance run for motorcycles on Decoration Day. The new club is in a flourishing condition with a rapidly increasing membership list. The president, William J. Morgan, has offered a prize of $100 to the club member rolling up the biggest mileage for the year, and it is announced that a similar prize will be given by the maker of a well-known speed registering device. A commmittee has been appointed to design a club pennant and badges, and a series of club runs has been planned.

BOSTON'S NEW MOTORCYCLERS.

A new motorcycle organization has been formed in Boston which will be known as the Massachusetts Motor Club, and is composed of devotees of the sport in Greater Boston.

AL. VERICK, NEW YORK MOTORCYCLE CLUB, TAKES TO THE GRINDSTONE TO AVOID TIRE TROUBLE.

MOTORCYCLING ON PROSPECT HILL GIVEN A HALT.

"Sput sput sput tut-tut-spr-r-tut-six-z-zip." This familiar "careache" coming from motorcycles as they follow one another over Prospect Hill hitting only the high spots and disturbing the peaceful quiet of that select district, was muffled—temporarily at least recently by Attorney James Hillhouse, an annoyed resident. Startled by the rush of the commotion bikes for the 'steenth time, Mr. Hillhouse rushed from his home, Sachems Wood, placed himself in the middle of the road and forced the responsible cyclist, Morgan Hebard, Yale, '10, to chose between manslaughter or a halt.

The cyclist halted and Mr. Hillhouse, as he motioned to Patrolman Murphy, who was coming up the hill, proceeded to make a few pointed statements to the effect that Prospect street was not a speedway nor a district set apart for the release of loud noises. In the midst of his calldown, Mr. Hillhouse discovered that the motorcycle bore no license tag.

"Sput-sput-tut-zip-bang!" came the sound of another cycle at this moment, and another cyclist was discerned bowling down the line. Mr. Hillhouse, assisted by Patrolman Murphy, held this machine up, too, and the rider, jumping off, gave his name as J. A. Scarlett, Sheff., '09. His bike bore no license tag either.

"What's your number?" asked Patrolman Murphy.

"Well, shall I take them in, Mr. Hillhouse?" lett, searching the machine in vain for the required numerals.

Mr. Hillhouse's voice rose again in no mild tones.

"Well ,shall I take them in, Mr. Hillhouse?" asked Patrolman Murphy.

"Wait until I see what attitude they take," said Mr. Hillhouse.

With this both students became very apologetic, declaring that they had but recently bought the bikes and that their applications for a license had been filed but unanswered. Under the law a motorcyclist or autoist may ride pending the arrival of his license tag, and so the students were realesd with a warning not to appear again without the required numbers.

Mr. Hillhouse says that the students of late have been racing on their motorcycles in the neighborhood so that he cannot drive his horses with safety. Prof. George T. Ladd, of Prospect street, also says that it has become a great nuisance in the vicinity.—New Haven (Conn.) Register.

The daily newspapers, both local and throughout the country, are giving much space to the motorcycle. A recent recruit to the ranks is the Globe and Commercial Advertiser of New York City. Saturday's edition will contain an illustrated article on this subject writen by writers familiar with the game. The department is in charge of Senator W. G. Morgan, who also conducts the automobile page of the paper. Senator Morgan is the new president of the New Jersey Motorcycle Club of Newark and an enthusiastic friend of the motorcycle.

In writing Motorcycle Advertisers kindly always mention this paper.

232-233 Arcade Building Annex,
Seattle, Wash., Dec. 9th, 1907

MOTORCYCLE PUB. CO.,
New York City.

Gentlemen:—Can you tell me of a "manufacturer" who builds a 3-horsepower, 2-cycle, valveless, air-cooled motor for motorcycle use?

I receive your paper from a newsstand monthly and get a great deal of help from it.

Yours truly, ROBERT S. MOODY.

—

There is no 3-horsepower, 2-cycle, valveless, air-cooled motor built in this country for motorcycles at the present time.

Marion, Wis., February 6th, 1908.

MOTORCYCLE PUB. CO.,
New York, N. Y.

Sirs:—I am thinking of purchasing a motorcycle for R. F. D. service and as I have no knowledge of them I would like your opinion in regard to the road model made by the American Motor Company of Brockton Mass., and the Wagner Motorcycle Company's make of St. Paul., Minn.

Which would be the most serviceable machine for me or would you recommend some other make?

Which of the two mentioned do you consider the best?

Your reply will not be brought to the knowledge of either company. Thanking you for an early reply, I am,

Yours truly, H. J. KELLY.

P. S.—Please find stamps enclosed for a sample copy of THE MOTORCYCLE. H. J. K.

—

We think this letter should be answered by the manufacturers mentioned rather than by the editor of this paper. We have no favorites, but naturally incline to those who advertise with us. These machines are described fully in our columns.

The sample copy was sent, and if the applicant has not already bought his mount the numerous firms who send him catalogues upon seeing this item will certainly make him wise.

Office of Leo F. Keating, Automobiles and Motorcy
Marienville, Pa., February 25th, 1908.

MOTORCYCLE PUB. CO.,
New York City.

Dear Sirs:—Will you kindly send me the addresses of ten or fifteen motorcycle manufacturers and wholesalers?

Respectfully, LEO F. KEATING.

—

If interested send your card to Mr. Keating.

Washington, D. C., Feb. 8, 1908.

Gentlemen:—Please forward me by return mail sample copy of MOTORCYCLE ILLUSTRATED, as I wish to peruse it with a view to subscribing for same.

I am also thinking of purchasing a 1908 machine of some standard make, and want to get all information possible before doing so. Respectfully,

ARTHUR S. K RAY.
City Postoffice, Mailing Division.

—

The frequency of such inquiries for information regarding the purchase of motorcycles leads us to believe that THE MOTORCYCLE ILLUSTRATED is looked upon by would-be purchasers as a good source from which to get enlightenment.

Hicksville, L. I., Feb. 13, 1908

Photo Editor MOTORCYCLE ILLUSTRATED

Dear Sir:—Inclosed please find four prints which I wish to enter in photo contest. The photos do not show a motorcycle as the main object, but I thought that they would be of interest to our Western riders, as they show our fine Long Island roads which were part of the course traveled over in the economy contest, also the scene of many club runs. You will find a short description on the back of prints.

I rode a M. M. motorcycle all last summer (over 3,000 miles), and must say that it gives entire satisfaction. I have ridden two other makes (both higher priced) before this one, and I would not take both of them for my faithful M. M.

Yours truly,
CHARLES VOIGT, JR.

Steubenville, Ohio, Feb. 18, 1908.

EDITOR MOTORCYCLE ILLUSTRATED.

Dear Sir:—I would like to try for some of the prizes you offer for photographs, but I have given away the number that gave the prizes and rules for same. Can a person not a subscriber try for this? When does it end? Does picture want to be mounted on a card or not Can one put in more than one picture? Is it the fine workmanship on picture or the curiosity of picture that stands best show for prize? What are the prizes?

Yours respectfully,
GEO. H. NEIDENGARD.

P. S.—Mr. Ford will subscribe next month. If you send some samples I will put them where they will do most good.

—

Query 1. Can any but a subrscriber try for this? Ans.—No.

Query 2. When does it end? Ans.—April 20.

Query 3. Does picture want to be mounted? Ans.—No, not necessarily.

Query 4. Can one put in more than one picture? Ans—Yes.

Query 5. Is it the fine workmanship or the curiosity of the picture that stands best show for the prize? Ans.—The judges will decide on its merits

Query 6. What are the prizes? Ans.—First prize, a pair of G & J motorcycle raised tread tires; second prize, a Hine-Watt seperate generator lamp; third prize, a new Mesinger motor sadle; fourth prize, a New Departure coaster brake; fifth prize, a pair of No. 3 Standard motorcycle pedals; sixth to eleventh prizes, a year's subscription to THE MOTORCYCLE and Keller's book; twelfth to fifteenth a year's subscription to THE MOTORCYCLE; sixteenth to twenty-fifth, Keller's Book on Motorcycling.

Findlay, O.

MOTORCYCLE PUB. CO.,
New York City.

Gentlemen:—As a reader of MOTORCYCLE ILLUSTRATED, I like it very much, but wish you would get it out oftener, as it is too long between papers. I would like to write a few lines to your paper, as I am a repair man and a rider for four years and work on different makes of motorcycles. I see where they are all open for improvements. I think the foreign machines are all right, but I think they are better adapted for the foreign market, where they have better roads than we have. I think a 140-pound motorcycle is too heavy to push or carry over mud holes or washouts. I don't see how they could get their machines over some of the roads that I have gone over, but I like the equipment on foreign motorcycles. Their magneto ignition, long wheel base, large tires and low wheels make a lot easier riding than the high ones. I think a twin cylinder makes the best machine, as it stops all the vibration from the engine and gives you more power. Although I don't ride a twin myself, I think they are all right, as all the makes of motorcycles have their fine points and drawbacks. Now I ride a Racycle motorcycle, but it has its drawbacks as well as others. It has the only spring fork that I have seen that stops all jolts and jars of the handle bars on rough roads; though it is not a fine-looking fork, it does the work. I don't like an oil pump on a machine, as you can't see how much oil you are getting, so I put a glass cup on, and I can see just how much oil I am getting and I don't make my engine run hot.

On nice dry roads I like a belt the best, but when it is muddy or wet I don't like them as well as a chain, as the chain gives less trouble all around; but the belt is cheaper and more flexible than a chain.

On a trip to Toledo three of us made about 150 miles. I put graphite on my chain before we started and I did not touch my wheel with a wrench or screw driver on the round trip. On the whole trip we had no serious trouble. The Marsh got some dirt under the intake valve and while Carpenter was trying to get it out, I went to ride up and stop, but instead of getting off on my feet I got off on my head. While I was saying my prayers I heard Heath on the Indian holler, and looked around and saw Carpenter crawling out from under the Marsh. However we were all O. K. but for dust and dirt, but I got the most of it off before I got that picture taken.

On a trip over to Benton one night Carpenter and I had some fun by lamp light. It had rained the day before and the holes were full of water. I was ahead and saw my light shine on some water. I thought that I could get around it, but when I got up close I saw that it went clear across the road, and I could not stop, as I was going about twenty-five miles an hour, so I had to throw my wheel and myself to stop in time. I heard afterward that the water was hub-deep to a buggy. If I had gone into that hole at that speed I would have had to get Maud to pull me out.

A HALT FOR JUICE.

Do you know if there is a speedometer made with a flexible shaft, so that the meter can be put on the handle bars?

Yours truly, B. L. MILLER.

There is a speed gage made by the Loring Auto Appliance Company, 49 West 63rd street, corner Broadway, New York City, which has a flexible shaft, which will meet your purpose. We would suggest that you write for a catalogue. Also the Bullard speedometer, made in Springfield, Mass.

Mt. Vernon, N. Y., Feb. 14, 1908.

MOTORCYCLE PUB. CO.,
3 Broad St., New York City.

Gentlemen:—I wrote some time ago asking you if the Mitchell motorcycles were still manufactured and for the address of the nearest Marsh-Metz agent. I have read Mr. Keller's book on the care of motorcycles and think every motorcyclist should read it, as it contains valuable information.

Thanking you in advance, I remain,

Yours truly, GROVER C. KIRCHHOF,
43 Elm St.

The Mitchell motorcycle is no longer put on the market, and has not been for several years.

Spirit Lake, Idaho, March 18, 1908.

Editor MOTORCYCLE ILLUSTRATED,
New York City.

Sir:—In the article on "Elementary Lessons in Electricity and Magnetism," it states on page 67 of the March MOTORCYCLE ILLUSTRATED that it takes 7½ horsepower to light ten lamps. Now this statement would be very misleading to a student trying to follow up this very able series of articles, and the writer wishes to call attention to this mistake—not as a criticism of the article in any way, but for the purpose of setting readers on the right track.

The text, as far as the statements go, where it says: "Ten lamps take 550 Watts, and there being 746 Watts in 1 horsepower, divide 550 by 746 and it will give you the horsepower," is correct, but when he says the result of this divison is 7½ horsepower he is wrong. This should be about .73 horsepower (seventy-three one-hundredths), or very nearly 1 horsepower, or to put it in the form of a fraction it would be 550/746 of 1 horsepower.

It is common among engineers to roughly state that you can get 10 to 12 16-C.P. (candle-power) lamps from 1 horsepower. Of course this depends on the efficiency of the generator and the line loss, i. e., suppose we have a generator of an efficiency of 80 per cent. and say the line loss is 5 per cent., then we would have left out of our 1 horsepower of mechanical energy we apply to driving generator only 559.5 Watts, or enough to light about ten lamps. Truly yours,

I. E. BATES.

Norwood, O., December 23, 1907.

"Motorcycle Illustrated,"
3 Broad Street, New York.

Gentlemen—Enclosed find one ($1.00) dollar in payment for one (1) year's subscription to "The Motorcycle Illustrated" and a copy of the book, "Motorcycles and How to Manage Them," the last edition.

Please reply by return mail. I like your magazine very much. It is the best of its kind in America.

Yours very truly,
M. H. LUNDGREN,
3803 Hazle Ave.

The June Number

Special Stories of the Spring Run of the New York Motorcycle Club and the Point Breeze Race Meet.

CLUB NEWS

Send us your club news.
We will make a cut of your pin and keep standing a list of your officers if you will supply us with monthly notes.

New York Motorcycle Club.

A. J. BENDIX.....*President*
800 Third Avenue.
DWIGHT PATTERSON.....*Vice-President*
45 Broadway.
EARL L. OVINGTON.....*Secretary*
2234 Broadway.
F. M. MANNING.....*Treasurer*
584 Eighth Avenue.
A. J. CHAPPLE.....*Captain*
1090 Park Avenue.
J. W. DALTON.....*First Lieutenant*
516 Lexington Avenue.
DAVID MOLIN.....*Second Lieutenant*
845 Sixth Avenue.

CLUB ROOMS, 2234 BROADWAY.

Fellow Members:—As secretary of the New York Motorcycle Club I have been authorized and instructed to notify each of the members that at the last meeting of the club it was the sentiment of the members present that no member should participate in the regular club runs unless his machine was fitted with an efficient muffler. A motion made by Captain Chapple, second by Mr. Bartsch, was passed authorizing the secretary to communicate with each member on this matter.

One of the purposes of the New York Motorcycle Club is to advance the sport of motorcycling. The greatest objection to the motorcycle has been the noise that it makes. The ordinary public does not seem to realize that it is possible to have a motorcycle that makes no more noise than other power-driven vehicle, and hereafter our club wants to do as much as possible to dispel this popular notion.

There is another way of looking at the matter, which is a little more selfish. You can go very much faster on a motorcycle that makes comparatively little noise without running danger of arrest than you can by tearing across the country on a machine which emits a series of explosions resembling a gatling gun. If your machine doesn't make much noise the chances are you will see a policeman before he sees you, and you can slow down to the legal limit, but if your machine is of the popgun variety he will hear you long before he sees you and have time to dodge behind a tree or house and lie in wait for you.

No actual motion prohibiting coming on the run with a noisy machine was made, nor do we think it will be necessary. The very fact that the sentiment of the club is against this should be enough for each member. As our friend, Mr. Bartcsh remarked when the matter was brought up, "Gentlemen will not, and others must not ride with mufflers off."

NEW YORK MOTORCYCLE CLUB,
EARLE L. OVINGTON, *Secretary*.

Club Formed for Jersey Motorcyclists.

Motorcycling was given its initial send-off as a sport in New Jersey by the meeting which was held at the offices of the Brush-McLaren Company, in William street, Newark, on March 28th, for the formation of a local motorcycling organization. Motorcyclists from Newark, the Oranges, Montclair and neighboring suburbs attended, and the new club was formally launched. George P. Fawcett, of East Orange, was elected temporary chairman, and presided over the meeting, while R. B. Whitehead acted as secretary.

The purpose of the club was outlined by some of those present as an organization for the promotion of interest in motorcycling throughout the State, and the mutual enjoyment of the sport. "Senator" W. J. Morgan, well known as an automobilist, who has recently joined the motorcycle brigade, was elected president of the club; George P. Fawcett, of East Orange, was chosen vice-president; R. B. Whitehead, secretary, and F. H. Lushear, treasurer.

A committee consisting of G. P. Fawcett, F. H. Lushear, R. B. Whitehead, George E. Post, W. E. Garabrant, Percy Drummond, and Thayer McLaren, was appointed to prepare a set of rules and regulations to be submitted at the next meeting, which was called for Friday evening, April 3. An offer from the New Jersey Automobile and Motor Club, tendering the use of the club house for the next meeting, was accepted. At this meeting a club name will be decided upon, and all cyclists in the State will be invited to attend.

The question of electing a captain and two lieutenants was laid over until the next meeting, and other matters pertaining to the aims of the club were also laid on the table.

Those present were: Percy Drummond, Arthur Hart, W. F. Garranbrant, J. S. Dufford, George E. Post, Thayer McLaren, E. Schwartz, R. B. Whitehead, F. H. Lushear, George P. Fawcett, Wm. W. Price, D. Suydam. The following men, who are much interested in the movement, were unable to attend the first meeting: Howard Hill, H. F. Curran, Wm. J. Armstrong, George Frost, Robert Van Sant, J. B. Short, Charles Jackson, Wilbur Stephens, James Baas, Lewis Weis, Harry Dickson, C. Seigelbach, Charles Burt, Paul R. Scherrer, Charles Malady, M. S. Scheleberger, W. J. Morgan, Louis J. Wurth.

After the first meeting was adjourned it was decided to hold a club run to Morristown.

Pacific Motorcycle Club.

A very enthusiastic meeting of the Pacific Motorcycle Club was held on Saturday evening, March 21st. The following sixteen new members signed the roll: E. J. Weinmann, O. Hueter, A. Schnutenhaus, A. Clerk, A. J. Haswell, G. Dondich, Jules Zimmerlin, W. F. Barnes, William Rassmussen, G. Virgilio, H. Smith, A. Kahl, C. G. Thompson, G. Rassmussen, Henry Barner, Geo. P. Petersen.

A committee was appointed to procure larger and permanent club rooms, as the membership is rapidly increasing and from present indications will soon reach the 100 mark.

It was decided that no initiation fee be charged until May 1st, thus encouraging all motorcycle riders to become members of the club at once.

Several matters of importance to all motorcyclists were discussed such as holding race meets, hill climbing contests, endurance runs, etc.

The matter of interviewing the Golden Gate park commissioners and the Presido authorities in reference to procuring more concessions in the park and more reasonable legislation and regulations in the Presido was

also taken up and a committee apointed to act and report back to the club as soon as possible.

The fourteen new members elected were: W. Lyford, A. Zimmerlin, E. H. Payne, George Payton, J. M. Bousill, H. Smith, E. L. Roseberry, J. Fox, E. P. Blair, George Pray, A. Chelini, F. Ernest, A. Kohl and Joe Holle.

The club has now a membership of fifty-eight. A committee was appointed to look into the matter of holding a motorcycle race meet in the near future.

A very successful run was given by the Pacific Motorcycle Club on Sunday, March 29th, to Centerville.

All of the riders who participated were well pleased with the affair and the first event of the season was voted a great success. Luncheon was served at the hotel in Centerville.

Following are a few of the riders who enjoyed the run: H. N. Schroeder, A. Chelini, W. Read, J. Fox, E. H. Payne, E. H. Roseberry, Mr. and Mrs. E. P. Blair, Mr. and Mrs. George Pray, W. F. Barnes, W. Lyford, J. E. W. Carey, E. J. Weinmann, C. G. Thompson, L. Metten, J. R. Andrews, George P. Petersen, H. Smith and G. Virgilio.

GEO. P. PETERSEN, *Secretary.*

Philadelphia Motorcycle Club.

The motorcycle races to be held on Point Breeze 1-mile track at Philadelphia, Pa., on Saturday, May 23rd, 1908, at 2 p. m., will be held under the rules and with the sanction of the Federation of American Motorcyclists.

The list of events follows: 10-mile race, open; strictly stock machine, full road equipment; first prize, silver medal; second prize, bronze medal. 5-mile P. M. C. championship, members only, open; price, gold medal, 14kt. 5-mile novice, 30½ cubic inches piston displacement; first prize, silver medal; second prize, bronze medal. 25-mile, open; first prize, gold medal; second prize, silver medal. Australian Pursuit Race, 30½ cubic inches piston displacement, 10-mile limit; first prize, gold medal; second prize, silver medal. 1-mile Time Trials; 1 pair of G & J motorcycle tires to the rider lowering this track record of 1.03 4-5. Entrance fee, 50 cents for each event.

The club is not liable for injuries to or caused by contestants or machines used by them. The right is reserved to reject any entry. Entries close at 7 p. m., May 19th, 1908. Address, E. T. Banes, 2914 North 16th street, Philadelphia.

Extracts from F. A. M. competition rules follow:

No person shall be eligible to compete in any contest sanctioned by this organization unless he shall be an enrolled member in good standing, or, in lieu thereof, shall have been duly registered by the competition committee, to whom application, accompanied by a fee of 25 cents shall be made, and who shall isue to all such applicants as are not disqualified by these a numbered registration certificate.

No motorcycle, the motor of which has a piston displacement exceeding 61 cubic inches, shall be permitted to be used in any contest sanctioned by the F. A. M.

A machine not equipped with a brake shall be deemed unsafe and unsuitable.

No contestant shall be permited to compete who is not properly attired. Long trousers without leggings shall not be considered suitable.

Chicago Motorcycle Club.

The Chicago Motorcycle Club has moved to new headquarters at 267 Michigan avenue and is planning a season of activity. With a membership of over ninety, the Chicago club will be the nucleus of the Western district of the F. A. M., which also is planning an active campaign to boom the two-wheeled vehicle. A series of race meets, endurance tests, hill climbs and club runs is being arranged.

The Chicago Motorcycle Club's first club run of the season was a pronounced success. Over thirty machines turned out for the jaunt to Fort Scheridan, and this number almost doubles the greatest turnout of 1907. Optimists cite this as an indication of the growth of the motorcycle in popular favor. While Harley-Davidsons predominated in the crowd, the Indians were also on a "rampage." The American Motorcycle Club joined the Chicago aggregation at Fort Sheridan. The local club will return the compliment in due season.

Los Angeles Motorcycle Club.

Los Angeles, Cal., April 22nd, 1908.

The regular pleasure trip of the Los Angeles Motorcycle Club will be Sunday, April 26th to Anaheim and return leaving the club house, 707 East 31st street, at 9 a. m. This run is a very popular one among club members, and no doubt a great majority of the club and friends will attend. Something out of the ordinary will be introduced at the destination of this run, as a great feast has been arranged for and will be paid for entirely by the club. The club desires to have the largest attendance on this run that has ever turned out, and have added the feature of the dinner in order to get the members and friends out as a large body.

The Los Angeles Motorcycle Club will hold an endurance run on May 30th and 31st, 1908, between Los Angeles and San Diego. J. H. Shafer, W. A. Hann and O. D. Stanton are the committee on laying out the route and all other plans,, and as these gentlemen have been over the route between the two cities several times, no doubt the endurance part of the trip will be hard. The run will be under the rules and with the sanction of the Federation of American Motorcyclists.

Under the rules of the F. A. M. no event shall be recognized as an endurance or reliability contest which is of less distance than 300 miles; in which the travel shall average less than 150 miles per day; in which the course is repeated more than once; in which controls shall be less than twenty-five miles apart; in which arrival times at controls are not definitely fixed, or in which more than thirty minutes are allowed as neutral time at controls.

The run to San Diego via coast route will come very nicely within these rules, and competitors personally shall be required to sign the checking sheets at controls, but they must not be permitted to insert their arrival times, which shall be done by the control-keeper, or his authorized assistant, whose timing shall govern in case of dispute.

Mufflers and brakes shall be required, and the rate of speed will probably be set at about twenty miles per hour.

It is expected that a good number of members and other riders will go on this run, and arangements are nearly completed.

S. L. LYON, *Press Agent.*

Providence Motorcycle Club.

In addition to the regular Sunday runs, which will be kept up, weather permitting, all next summer, the Providence Motorcycle Club is arranging for a series of hill climbs, club runs and road races which are bound to create a great deal of interest in the sport of motorcycling. The membership of the club has been increasing steadily during the winter months, and a season which will rival in interest all its predecesors is looked forward to by the club members.

Every motorcyclist in the city, whether or not he is a member fo the club under whose auspices the runs are held, is extended a hearty invitation by the directors of the club to take part in the regular Sunday runs. A splendid time is guaranteed, for, in addition to the exhilaration of the ride, he will be thrown together with a lot of true sportsmen, who will do everything to make the day pass pleasantly for him.

The cyclists will gather at the splendid quarters of the club, corner of Prairie avenue and Blackstone street, in front of the bicycle shop of E. A. Swenson, the treasurer and leading spirit of the club, between 9 and 10 o'clock Sunday mornings.

National Capitol Motorcycle Club.

Washington, D. C., April 24th, 1908.
Editor of MOTORCYCLE.

Gentlemen:—I wish to thank you for the information received a short time ago. I might say we are on our feet and expect our membership to grow rapidly after the public knows of our existence. The following may help your club news along. Will furnish you with sketch of pin as soon as we hear that manufacturer and members have combined on same. We are to be known as the National Capitol Motorcycle Club. The officers are as follows: President, M. E. Mangold; vice-president, R. W. Dewel; secretary-treasurer, Thomas O. Wansleben; captain, G. W. Bealle; leutenant, J. F. M. Bowie.

Our first official run will be to Baltimore via Laurel and return via Ellicott City and Ashton on May 3rd.

THOMAS O. WANSLEBEN, *Secretary.*

Aurora Motorcycle Club.

A meeting of the Aurora Motorcycle Club recently held at Baltazor's store on the Island, when business was tranacted. The endurance run of the club this summer was turned over to a committee which will arrange for the same at once. Ten members of the club will ride to Chicago and return for time, if the roads are in good condition.

Nine members of the Aurora Motorcycle Club took a 75-mile run one Sunday lately, most of the distance being over rough and muddy roads. They started out in the morning and went to Naperville and return and then to Yorkville and then on to Plano, taking in all the small towns along the route, arriving home at 4 o'clock in the afternoon.

Newton and Watertown Cycle and Motorcycle Club.

Thirty devotees of the bicycle and motorcycle of Newton and Watertown got together recently and formed the Newtown and Water Cycle and Motorcycle Club, with headquarters at 28 Mt. Auburn street, Watertown, Mass.

O. F. Needham was elected captain, and Fred Hill, the crack amateur rider, vice-captain.

Aurora, Ill., January 17, 1908.
"The Motorcycle Illustrated,"
New York City, N. Y.

Dear Sir—Your letter at hand and will give names as follows: Vern Hedin, president; Harry Terry, vice-president; Frank Sylvester, secretary; John Baltazar, treasurer; Charles Hinckley, captain. These are the new officers just elected for 1908 in the Aurora Motorcycle Club.

The club is to give a banquet on the 27th of this month. There were committees appointed to look after all matter for the coming year.

Aurora will be a lively town next year in the racing game. We have had some good meets last fall, but intend to have many more the coming summer.

May get some one to solicit subscriptions for your paper. Will send you items of the club's business as it turns up. Yours truly,

VERN HEDIN, President.
Per Terry.

Riverside Motorcycle Club.

The Riverside Motorcycle Club was organized recently at Riverside, Cal., with a charter membership of twenty-three. E. Knoll was elected president; S. C. Southard, vice-president; S. M. McIver, secretary and treasurer, and Dan Milan, captain of runs. It is planned to hold weekly runs, with one special meet every month. Arrangements are also under way for holding two runs a year with the Los Angeles Club, and it is the intention of the Club to hold race meets.

In less than a year the number of motorcycles in use in Riverside has more than doubled. Eighty-six are registered in the city, and it is expected that three fourths of the owners will become members of the club.

Toledo Motorcycle Club.

The Toledo Motorcycle Club will make the first run of the season to Napoleon. The club will meet at the corner of Monroe and Eleventh streets at 7.30 a. m. All motorcycle riders are invited to participate in this run.

PHILADELPHIA

Philadelphia, Pa., April 25th, 1908.

Dear Sir:—As per conversation of a few days ago in reference to the Philadelphia Motorcycle Club officers and news, will state that I have not been able to get a drawing of the club pin, but presume I shall have same ready for you next month. However, enclosed find the names and addresses of the officers: President, Dr. T. J. Kean, 1630 North Sydenham street; vice-president, John Mohr, 700 Buttonwood street; secretary and treasurer, Walter Buck, 1419 Lenox avenue; race secretary, E. T. Banes, 2914 North 16th street; captain, Harry Schleter, 1437 Haggard street; first lieutenant, C. D. Feiler, 2121 North Broad street; color bearer, Dr. Sam Grabill, 1344 Girard avenue.

The Philadelphia Motorcycle Club race meet, which will be held at Point Breeze track on May 23rd, 1908, is already creating no end of talk, as to the possibilities of the different makes of machines represented by the different agents and their riders. Quite a number of the boys are running down to the track very often to get their machines in the very best possible condition, and are very quiet as to the time they are capable of doing the miles. Point Breeze track is a 1-mile dirt track and has been used quite often for auto races. Mr. McAnany, the owner of the track, is quite popular with the motorcyclists, due to his generosity in allowing them to freely use the track at all times, and he assures the boys that he will have the track in excellent condition on the day of the races. The prospects are that the races will be held once a month. Point Breeze track is the place where the one-hour national amateur championship was won Oct. 5, 1907, by Stanley Kellogg, of Springfield, Mass., riding an Indian motorcycle, making forty-eight miles in the hour. Mr. Kellogg also introduced the stunt of catching gasoline in a canteen on the fly and filling his tank while riding at the rate of forty-eight miles per hour without having his hands on the handle bars. This is a practice that should not be encouraged, but nevertheless it shows the ingenu.. and daring of Mr. Kellogg.

Alexander Klein, the representative of the Harley-Davidson Company, who is one of Philadelphia's best racing men, has been under the weather for some time, but promises to be around O. K. for the race meet, and promises to make the boys hustle to keep up to him.

C. D. Feiler, the Light Motor Company representative in Philadelphia, is not saying much, but we suppose he something up his sleeve, which he expects to spring at the last minute.

W. G. Rhodes, the Reading-Standard representative, has blood in his eye, and is after someone's scalp and expects to make a good showing.

Geo. Reinbold, the hustling Thomas agent, is also looking forward to the coming race meet with great expectations.

C. V. Stahl Motor Company, 2510 Ridge avenue, report an excellent business.

Chas. Krauss, 1406 Oxford street, representing the Indian Company, claims he can't get machines fast enough.

Western Motor Company, 431 Market street, agents for the Royal; Haverford Cycle Company, 827 Arch street, agents for N. S. U.; M. Daniels, 6th street and Girard avenue, agent for Thor motorcycles; National Supply Company, 1630 Market street, representing Marsh-Metz and Racycle; Mr. Spingler, 16 North 52nd street, representing Curtis motorcycles, all report the sales of new machines as being far above expectations, and Dr. Grabill, 1344 Girard avenue, claims that he is working night and day on repair work.

Letters to the Editor.

2234 Broadway,
New York, Dec. 21, 1907.

Editor of MOTORCYCLE ILLUSTRATED,
New York.

Dear Sir:—Mr. Thomas Wansleben criticises some of my remarks. I should like to reply.

I agree that a purely triangular frame, without two horizontal bars, if heavy enough, would have sufficient strength, but I insist that a frame using two horizontal bars is stronger in proportion to its weight. He says he has never heard of a triangular frame giving way. Allow me to inform him that at least one frame of this design broke short off at the head on one of the machines which entered the last F. A. M. endurance contest. I can furnish Mr. Wansleben with the name and address of its rider if he wishes, but for obvious reasons I cannot make it public. I have known *many* such cases, else I would not have made such a statement. I do not criticise merely for spite, but to help the motorcycle along. Every statement I have made I am prepared to defend, and where proof is possible produce it.

Mr. Wansleben states the F. N. uses the double horizontal bar because its frame is not a triangle. How does he account for the fact that *almost without a single exception* all the foreign machines employ the double horizontal bar construction and many have triangular frames? The F. N. is one of a great many. Furthermore, my critic must acknowledge that the oil and gas tanks may be much more firmly attached to the machine where the trussed or double bar is employed.

My critic says, and truthfully, that I have made the statement that the last thing a person looks for in a motorcycle is economy of fuel. I repeat that nobody should own a motorcycle if the cost of gasolene must be seriously considered. If Mr. Wansleben will refer to the only advertisement in which I acquainted the public that I ran 120 miles on my F. N. Big Four on a single gallon of fuel, he will see that even in this advertisement I state fuel econmy is not to be sought for for itself alone. But I did say that any motorcycle that weighs as much as a Big Four carrying a 200-pound man, and that goes 120 miles to the gallon, must be a very efficient machine. I stated this fact spoke pretty strongly in favor of multiple cylinders, magneto and shaft drive. Under the circumstances, therefore, I think my critic's charge of inconsistency is unjust.

Mr. Wansleben is kind enough to say he thinks the Big Four is a great thing, but he says "there are others." I agree absolutely with him. I have advocated foreign machines and asked Americans to study foreign methods and designs—not merely F. N. design. As the F. N. employs a type of engine (four cylinder) not used here at all, other foreign machines, such as the N. S. U., etc., might form better models.

Mr. Wansleben says he thinks the Thor motor is equal to any other. I reply that I hold the Thor motor in very high esteem. I have publicly stated that a certain American machine using the Thor motor was, to my way of thinking, the best American motorcycle so far brought forward. Incidentally, let me state I know this motor from experience, since I owned a machine using it before I became identified with the trade. Furthermore, I do not criticise American motors. There are some very reliable ones in this country. I have principally criticised general motorcycle design, and have had more to say regarding the position of the motor rather than the *motor itself*.

My critic closes by saying that he will purchase from the man who pays for his advertisement. My, but that is rubbing it in I'll leave it to MOTORCYCLE ILLUSTRATED if my company has not paid them more for advertisements than any two other concerns since the magazine started. Any one who desires may examine our paid bills and returned checks, in order to see whether we pay good hard cash for our ads or not. Furthermore, I think it unjust of Mr. Wansleben to call articles of general criticism "knocks." He says the general reader will agree with him. That is not so, for I have seen many letters in MOTORCYCLE ILLUSTRATED upholding me in the position I have taken. Of course, I have not seen the issue in which this letter will be published, but I venture to say the reader will find one or more letters upholding my statements therein.

I thank Mr. Wansleben for one thing, however—his criticism is the kind that does "the cause" good, and it is a pleasure to reply to such a letter. I care not how much any one "rubs it in" so long as it is square, clean and *above board*.

Very truly.
EARLE L. OVINGTON.

EDITOR MOTORCYCLE ILLUSTRATED.

Dear Sir:—As a private owner of several years' experience I feel justified in expressing an opinion of what I would call "the perfect motorcycle."

Differing from the greater number of your correspondents, in that I take an American-made machine as a basis, I suppose I will subject myself to severe criticism from the owners of and dealers in foreign machines. However, I have the courage of my convictions, and to them I will say "seeing is believing, so prove it."

The following is my idea of "the perfect motorcycle" (allowing that such a thing is posible):

Specifications—Twin-cylinder 5-horsepower Indian; control, Indian (with stronger rods); muffler, Indian; frame, 21 or 22 inches, with double top bar; fork, F. N. cushion; wheels, 26 to 28 inches; wheel base, 54 to 56 inches; tires, Bailey tread; transmission, all chain; brakes, Corbin-Indian in conjunction with hub-band brake; saddle, Brooks, B-100-4; ignition, battery; coil, Splitdorf; tanks, in front of seat, between horizontal bars, capacity 7 to 8 quarts oil; separate tank, capacity, 1 quart; mechanical valves; weight, 120 to 140 pounds.

The foregoing is merely a statement of specifications regarding which I am open to criticism. I have several years' experience on some of the worst roads in this part of the country to base my opinions on, but will be only too glad to hear the opinions of others.

For the foreign machines I will say this: As a whole they are too clumsy, complex and heavy, although there are many individual points which might well be taken up by American manufacturers.

Last but not least. The prices charged for motorcycle parts and accessories is nothing short of highway robbery. I hardly think anyone outside the dealers will dispute this fact.

Thanking you for your kindness, and anxiously awaiting the next issue of your valuable paper, I am,

Very respectfully,

L. FOUNTAIN.

318 West Eighty-eighth Street,
New York City.

New York, Feb. 18, 1908.

Editor MOTORCYCLE ILLUSTRATED,
3 Broad Street, New York City.

Dear Sir:—It was with pleasure that I read the two letters by Mr. William F. Hoffman, Babylon, N. Y., and A. M. Ramsey, of Alameda, Cal. I have had such an uphill fight in my efforts to improve the American motorcycle, by criticising it and comparing it with the foreign article, that letters such as the above are real encouraging. I know a good many of your readers will not give me credit for any real love for the motorcycle itself, and will hardly agree with me when I state that my constant aim has been improvement in the motorcycle in general, and especially the American product. No doubt most of your readers think that because I represent a foreign machine in this country and am interested in its sale, that I would like to see the American motorcycle held back as much as possible in its development in order that the line of demarcation between them and my own machine would be more marked. If this were my aim will my critics inform me what benefit do I derive by bringing the attention of the American manufacturers to the deficiencies of their machines? Why not let them go along in the paths they are following and keep all of my information to myself? Why, for instance, did I come out with such a sharp series of articles criticising the American dry battery as compared with the foreign magneto? Why not let the American manufacturers use the dry battery and thereby remain handicapped when compared with the foreign machine? Why should I call the attention to the fact that abroad efficient spring forks were universally used, while in America until this year they had but apologies for them? Would it not have been far easier for me to keep my opinions to myself and devote my time to selling my own machine instead of educating my competitors? I am not looking for any thanks, nor do I expect any, but bring the matter up in this light to show that my motives have not been entirely selfish. There is a certain saying, "Give the devil his due."

As far as my personal reputation is concerned it would probably be better off if I confined my attention to writing technical articles and articles of a more popular nature, but then I would not attain the ends toward which I have been striving. I claim most emphatically *that much of the improvement in the American motorcycle in the past year has been the direct result of the invasion of the foreigner,* and that without this invasion and competition this improvement would not be so marked. When a manufacturer is attacked via his purse strings he is very liable to sit up and take notice, and this is the only way that some manufacturers can be reached. I may have suffered personally from my attacks on American machines and my defence of foreign ones, but if I have aided in even a slight degree the development of the American motorcycle I shall feel that any loss I have sustained personally has been amply repaid.

Very truly yours,

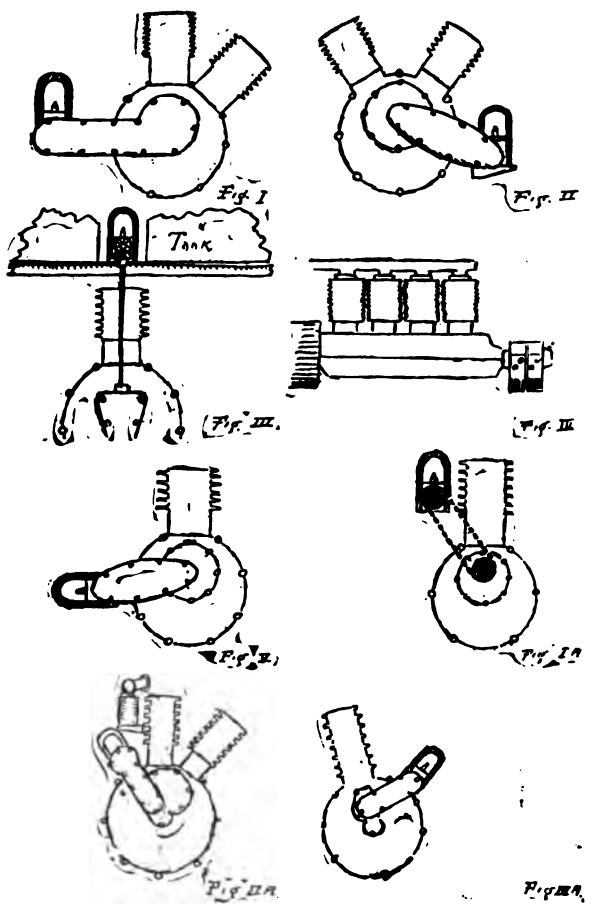
EARLE L. OVINGTON.

Chicago, Ill., April 20, 1908.

Editor of THE MOTORCYCLE ILLUSTRATED,
New York City.

Dear Sir:—Mr. E. L. Ovington's article in the April issue of the magazine on "The Evolution of the American Motorcycle" was undoubtedly gratifying to admirers of the domestic product and, as one rider put it, "showed that he was almost human." Now if *I* had been passing remarks I should have said that it showed Mr. Ovington to be quite fair and unbiased in his opinions regarding motorcycles. That attribute of fairness, many of his critics have said to be woefully lacking in his make-up, but, really, I can't agree with that fully. That, however, is not what I want to talk about.

Mr. Ovington speaks of the location of the magneto on the Thor machine and says that it does his heart good to see it nestling behind the engine. Very well. Now I want to add a little more about the magneto Thor. Abroad, magnetos have been in use for years and the question of the location of the magneto has been discussed to a considerable extent in the foreign trade papers.



There are many positions in which a magneto can be located on a motorcycle, but the five principal ones used abroad are here shown by the rough sketches numbered from one to five. 1A, 2A and 3A show three positions used by American manufacturers. Now, according to the ideas of some well-known English motorcyclists and "Ixion" of the *Motor Cycle* particularly, all of the existing locations have certain faults. For instance, a magneto located as in Figure 2, is very close to the front mudguard and also to the ground, where it is quite liable to be splashed with mud or water and in dry weather its location is advantageous to the collection of dust. The same may be said of Nos. 4, 5 and 3A. Figure 1 shows a better position, but the long train of gears is the objectionable feature of this method. As far as protection

from water, mud, dust, rain or injury is concerned, a magneto located as in Figure 3 is hard to beat, but the long driving shaft, rather unprotected as it is, is liable to injury in case of a bad spill. In Figure 1A we have a location which gives protection to the magneto, but the long drive and the fact that the heat of the cylinder is blown on the magneto makes this position somewhat undesirable. Of course these objectionable points are not serious and magnetos located in these different places give satisfactory results, but according to the ideas of men who are considered experts these locations are *not* ideal.

In a recent issue of the *Motor Cycle* of England "Ixion" described his ideal magneto position and, as I understood the write-up, the ideal location would be as the Thor people have it (Figue 2A.) In their machine the magneto is a part of the motor. Inclined at an angle of 45 degrees from the perpendicular the magneto is rigidly bolted on the crank case part of it in fact and the inclination of the magneto away from the cylinder keeps it cool. Besides this the carburettor is placed between the cylinder and the magneto so that the heat waves radiating from the hot cylinder do not affect it. The shaft of the magneto being so near the 2 to 1 gear on the motor makes a short gear drive possible, and as for falls, very few indeed could injure the magneto located as it is. Therefore I think that in the Thor, America has a machine that is ahead of any foreign motorcycle as far as magneto location, mounting and drive are concerned.

This lengthy letter may gain the displeasure of Mr. Ovington for me, and in the next issue of the ILLUSTRATED a "reply" will appear that will finish me, but even so, I will gasp with my last breath, "I still think I am right."

Thanking you for the space I have occupied, I beg to remain, Very sincerely yours,

NORMAN C. TRUMPOUR.

New York, April 2, 1908.

Dear Sir:—I was very much surprised at the out-of-the-way cities your bright magazine reaches. Had two letters, one from Charles Heath, Portage La Prairie Man, Canada, and the other from Sanford Lyon, 824 South Flower street, Los Angeles, Cal., who saw photo of affinity side-car and wanted full particulars about same.

I want you to put in enclosed advertisement in the April number. My reason for selling is that I have purchased a Chapple fore-car, to which I attached my double. Enclose you a photo of same, taking my mother through Central Park last week.

Kindly let me know how much my advertisement will be, and I will forward the amount.

Yours sincerely, FRANK E. DALTON.

Erie, Pa., Mar. 23, 1908.

MOTORCYCLE PUB. CO.,
New York City.

Dear Sirs:—Realizing your paper is the best ever, I am trying to get others to read it, hence enclosed find one subscription for same. I am an Indian, as also is Mr. Dunlap. Yours respectfully,

CHARLES A. NELSON.

Lansdale, Pa., March 7, 1908.

MOTORCYCLE PUB. CO.

Gentlemen:—I would like to subscribe for your monthly, but I would have to take away my order from my newsdealer, as he gets the paper for me every month.

I have been reading the arguments on American and foreign machines for some time, especially Ovington's blows about his wonderful F. N. I think some of the statements are correct to my way of thinking. They are the kind that help make a perfect American machine, of which there are so many poorly constructed.

The only foreign machine that pleases my eye is the F. N. Baby, because it is a light-weight machine, but it has not enough horsepower for me and will not climb the side of a house, as stated to me at the New York Palace Show by Ovington's agent. The rest of the foreign machines I have seen are too heavy and clumsy for me, as I saw four different makes of foreign construction.

My mount for 1908 will be 2¾ Indian, but I am still looking forward for a more perfect American machine in the future. I remain,

Yours very truly, BRUCE W. BEAN.

Washington, D. C., March 14, 1908.

Dear Sir:—I have had the pleasure of reading your very valuable magazine, THE MOTORCYCLE ILLUSTRATED, from its first issue, Volume 1, No. 1, January, 1906, up to the latest copy of February last, and want to say that I have enjoyed them greatly—every issue, from cover to cover.

Enclosed please find 10 cents in stamps for one copy June, 1907, which I had the misfortune to lose, causing a break in my file of THE MOTORCYCLE ILLUSTRATED; also 2 cents for postage on same. Hoping to receive the above-mentioned (June, 1907) copy at your earliest convenience, I am, Very respectfully,

HENRY ROBERTS.

A 4-horsepower Orient rider since 1904 and a thorough believer in the great utility of the most economical mode of transportation ever devised.

P. S.—I have purchased all my copies from Roland Wallace's newsstand, Ninth and New York avenues, N. W.

Orland, Cal., Feb. 14, 1908.

Editor MOTORCYCLE ILLUSTRATED.

Sir:—I herewith send you, under another cover, the photo of T. J. Conley, born in Leicester, Worcester county, Massachusetts, on March 19, 1835, and he rides an Indian motorcycle through California, over the Sierra Nevada Mountains, through a part of Nevada State and into Eastern Oregon. Mr. Conley will be 73 years old next month. If Clement Marchand is at one end, is it possible that I am at the other? Yours truly,

T. J. CONLY.

35.000 Miles with an

NSU

MOTORCYCLE

The Best Motorcycle in the World.

The most meritorious performance on record. No other Motorcycle could have undergone so severe a test. Mr. W. Cawkwell, of Maltby, England, testified that he averaged nearly 400 miles a week for two seasons. Cost for repairs during that time amounted to about six dollars for three new pulleys. We quote from Mr. Cawkwell's letter, which was unsolicited:

"I have been riding it two seasons, and covered over 35,000 miles. I have averaged nearly 400 miles per week, and I am proud to say that I have had no serious trouble, although I ride all weathers."

N. S. U. Twin Cylinder, suitable for Side and Fore Car attachment, 4 h.p., 5½ h.p. and 6 h.p. types, fitted with Girder Forks.

[Why not ride the BEST Motorcycle? Equipped with Magneto Ignition, Shamrock Gloria Belt, Patent N. S. U. Fasteners, Peter Union Tires.

For Full Particulars Write

N. S. U. Motor Co., 206 W. 76th St., N. Y.

Norwood, Ohio, Feb. 12, 1908.

EDITOR MOTORCYCLE ILLUSTRATED.
New York City.

Dear Sir:—The February number of THE MOTORCYCLE ILLUSTRATED came duly to hand, but I have never received the January number. If you forwarded same, it must have been lost in the mails, and I would appreciate it if you will kindly send me another copy of the January issue. I procured several numbers of your magazine from a newsdealer last year, and was so well pleased with it that I made up my mind to include it in my regular club of magazine subscriptions this year.

I enjoyed Mr. Charles H. Drude's letter in this month's issue very much. He has the right idea about Magnetos vs. Dry Cells; in fact, his letter is full of good "horse sense" (or motorbike" sense, to be more exact) all the way through. I am not necessarily a knocker, but I have a "think" or two coming myself about this matter. I believe the awkward, clumsy-looking "whizz wheels" from across the water do not begin to compare with our own neat, graceful-looking machines, and I think agents in general would find it more profitable to push the sale of American machines and sell many at reasonable prices than to push the sale of foreign ones and sell a few at exorbitant prices. In view of the excessive prices coupled with the government duty on these machines, I do not see how any loyal American can become enthused over them and think he is getting his money's worth.

It may be that we owe the source of their existence to our cousins across the pond, but Yankee skill and ingenuity has wrought such marked improvements that I consider our present types of machines second to none. Take, for instance, the matter of simplicity, and we certainly have them on the run, comparing their innumerable levers and rods, and complicated adjustments (which we abandoned several seasons ago) to our modern "twist-the-wrist" systems, in almost universal use here. My policy has always been that American products are good enough for Americans, and Americans who are not satisfied with their own products and seek to boost foreign interests, should "beat it" for the other side, where they will no doubt be better contented.

If my sentiments are not too warmly expressed, I would be pleased to see this reproduced in your excellent magazine, and am sure some of your correspondents would.

Respectwully yours,
CLARENCE ROSSITER.

April 17, 1908.

Messrs. H. C. Hansen & Son,
Agent for R. S., Ogden, Utah.

Gentlemen:—I have been intending to write you for some time in regard to the motorcycle which I purchased from you last September. I stil have my wheel, and it is all O. K. yet. I have ridden it every day since I left your place, and am indeed very well pleased, having not paid over $5.00 for repairs in all. I still have the same tires, and have crossed the desert with them, which took them down pretty bad. I was nearly a week on my way from Salt Lake City to San Bernardino, Cal., which is near Los Angeles, and wish to say that I only had one puncture, which was caused by a cactus thorn, which worked through near Daggett, Cal. When I was about 200 miles from Salt Lake City, I could get no gasoline, and so had to try some distilate, which I got at a R. R. pump house. The machine went all right with this, but would not start with as much force. I decided that I had better carry some extra gasoline with me, as the towns were getting rather scarce, and the roads were so blank that I could not follow them, and sometimes could not even see where they were. However, the desert was very smooth for many miles, and at one time I went wide open for about four hours, and I thought every minute I would run into an orange grove, but was disappointed in finding nothing but cactus and mountains. Part of the way I would have been better off with a flying machine, but managed to get over it. I followed the Salt Lake route part of the time, and made many miles on and beside the railroad track, and often wished that I could ride the rails. At one time I was very dry, and came to an underground tank beside the railroad tracks, which was well covered and locked; but I finally succeeded in getting the hinges off, and then I certainly did "tank up." I also went through some long dark tunnels, where I was rather timid about going, but came out all right. I camped out three nights, but something always came to disturb me. One night it was a big white owl. I had just fallen asleep on top of a high alfalfa stack, when I felt a breeze, which seemed to me like the wings of an angel. I was disappointed in finding only an owl. Next night I tried to get lodging in a box car, as this was a railroad town. I succeeded in getting one, and had no sooner fallen asleep than I was thrown the length of the car by the jar caused by a train of cars bumping into the car. The next night I was delayed because of puncturing my tire, and everything was so cold and cheerless that I had no sleep that night. I was so completely tired out that I had to look for a down grade to start my wheel.

I covered a distance of over eight hundred and eighty miles from Salt Lake City. My carburettor failed me when I was about twelve miles from the top of my passage in the mountains of California, but I schemed and figured, and finally put a little rock on top of each float, and then I was all ready. My batteries tested 8 amps. when I was at the end of my journey, I tightened up my chains, and everything was as ever, but I hardly think I will undertake this trip again unless I have an airship.

I took my engine apart the other day, and it is as good as new, all the bearings and fittings being very close, not having any more play than is needed. One of the other boys here has one like mine now. Everybody thinks and says that I have the right wheel.

Well, Mr. Hansen, this will be all for this time, and if I ever come back to Ogden will come and have a talk with you. Now, what will a new set of tires cost me, if I should happen to need them? I think I have used these long enough, as I have ridden up to the canyon to the power house every day, and it is a thousand feet above Upland, Cal. The other boys have to push their wheels up. I am at present staying here as an assistant operator. We generate 3,000-horsepower here for light and power. The climate here is fine, and the oranges are delicious. There are roses in bloom, as well as fruit trees.

Well, I will say good-day for this time. Wishing you all good luck, and hoping your business is the best, I am,

Yours truly, O. F. TRAINER.
Upland, Cal.

Steubenville, O., April 22, 1908.

Dear Sir:—I think if you send a sample copy of MOTORCYCLE ILLUSTRATED to Mr. Luther Ford, Steubenville, O., he will subscribe, as I was talking to him about it and he asked me to get him a sample copy.

He is the only rider here, except myself, at present. I have the agency for the M. M. here and expect to sell several as soon as spring opens up, and I will do all I can to get each one to subscribe. As fast as I read the ones you sent I have given them to parties that I am trying to make a sale with, as after reading MOTORCYCLE ILLUSTRATED one wants a motorcycle right off.

I will before long send you some pictures taken by a friend.

Oakland, Cal., April 20, 1908.

MOTORCYCLE PUBLISHING CO.

Enclosed please find postoffice order for $1.00. I wish you would continue MOTORCYCLE ILLUSTRATED to my address for another year. I take much interest in your little magazine. It keeps me posted on the "doings" with the motorcycle. I feel that I am indebted to THE MOTORCYCLE and the only way to square myself is by saying that I have an Indian Tri-Car with a Reading-Standard motorcycle. The machine has given both my wife and me more pleasure than any horse and buggy we ever had. For more than

Thor MOTORCYCLES ARE SUPREME

MECHANICALLY AND ECONOMICALLY

This name is the *strongest* guarantee a Motorcycle can have.

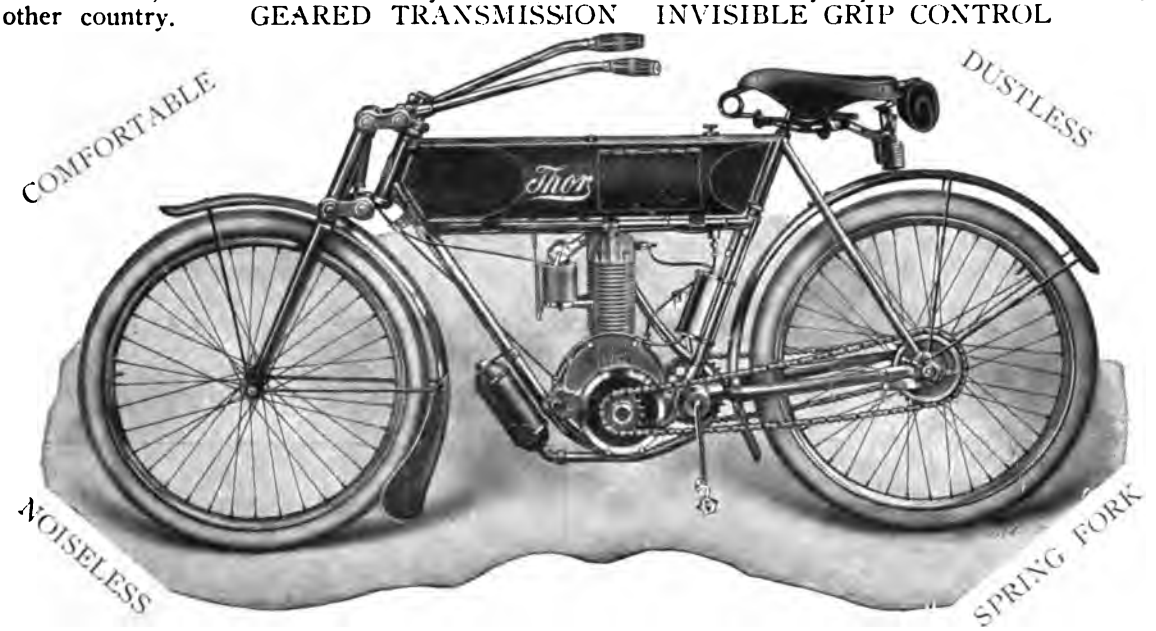
IT stands for POWER, DURABILITY, EFFICIENCY AND ECONOMY.

It stands for THE HIGHEST GRADE WORKMANSHIP AND MATERIAL.

It stands for RELIABILITY, LONG SERVICE AND LOW COST FOR MAINTENANCE.

It stands for THE MOST APPROVED DESIGN—FAR IN ADVANCE OF ALL COMPETITORS.

In short, it stands for absolutely the *BEST MOTORCYCLE* yet produced in this or any other country. GEARED TRANSMISSION INVISIBLE GRIP CONTROL



Thor Model "8-B" Motorcycle

Several other Models--single and twin cylinders.

Dealers who have taken the Thor Agency report phenomenal increase in sales.

Aurora Automatic Machinery Co.

MANUFACTURERS OF

Thor **Motorcycles, Gasolene Motors, Automobile Engines, Coaster Brakes, Hubs, Etc.**

General Offices and Works: Aurora, Ill. Chicago Salesrooms: 1470 Wabash Ave.

fifteen years we kept a horse, and about a year ago we sold horse, buggy, harness and all. We have ridden in our tri-car over 1,800 miles since February, 1907; have never had a puncture, using same tires yet. When we first used our machine on the roads around Oakland, people would look upon the new thing with a laugh and many would say it was a thing of "short life." In fact, many of my friends would refuse to ride in it. Now that we are out on the roads every Sunday among the "automobile bunch," riding side by side, passing many times a crippled machine, the tri-car is certainly "it." We often ride sixty miles between 11 a. m. and sundown, and can always bet on getting home in time for dinner. We often race with the small auto; never becomes tiresome to us. Furthermore I think the tri-car will become a very popular machine for two people, considering the little expense of keeping up repairs; easy to keep clean, and less liable to puncture for the reason that neither wheel follows in the track of the other. I am going to purchase either the Indian twin-cylinder or Reading-Standard 1908 Model as soon as money can get it. With a little more power our fun will continue. The small auto will get our dust sure. Will send you photos later.

Yours truly, L. L. M. SALSBURY.

Though No Store Agency, the Vindec Is Represented.

In our last issue, when giving a list and description of all motorcycles in use in America, we made the statement that the "Vindec Special Motorcycles of Merit" made by the South British Trading Company, London, England, had no agency in this country, and we were correct, if it is imperative to have a store, etc., to be an agent, but if this is not the case then the Vindecs are as much represented as all the rest of the European mounts.

Mr. Erik J. F. Peil, who will be known to many of our readers through his former connection with the F. N. agency in New York, has, as he just notifies us, completed arrangements with the Vindec people in Europe to represent them in the Eastern States, and while Mr. Peil will not open up a store as he originally intended, everybody may be assured that any one interested will receive just as good attention as if there was a store on Broadway to talk the matter over.

Mr. Peil assures us that not paying Broadway rent he will be able to give his customers the "saving in expenses."

One of the reasons for Peil's not returning actively in the motorcycle business is that he has recently connected with the Radio Telephone Company (wireless system) and expects to make enough money there to, using his own expression, "be charitable and let them have Vindecs at cost."

Armac Motorcycle Improvements.

During the last few months a great many improvements have been made in the Armac motorcycle that were done under the direction of Mr. H. G. Hartenstein, superintendent at the works.

An entire new cylinder has been devised for the engine, which gives it a perfect working exhaust chamber. Important changes have also been made in the mechanism of the engine. The piston has been improved by a larger hollow cross head pin which gives perfect lubrication. This is placed one-sixteenth of an inch above the center of the piston. Thus added power and increased compression is given to the motor.

Another new feature is the connecting rod which has been especially devised out of a forging to suit the Armac engine with bronze bushing and a larger driving shaft.

There has been some changes in the selling force of the Armac Motor Co. Since the first of the year the sales agency was in charge of H. H. Thorp & Co., but this partnership was dissolved and the Armac Motor Co. have taken over the entire selling branch of the business. This department will be in charge of L. C. Boardman, who is well known in the cycle and motor trade. A vigorous campaign will be pursued by the Armac Motor Co. during the coming season in anticipation of meeting the increased demand for Armac motorcycles that is growing every day. One part of the business that is receiving a great deal of attention is the sale of motorcycle parcel delivery vans. Considerable publicity has been given to this object and the results have been very gratifying.

The demand for motorcycles for rural delivery, telephone trouble men and police service is also increasing.

Specifications of the Bradley Motorcycle.

3¼ bore, 3⅝ stroke, mechanical operated valves, 3½-horsepower, double grip control, "Bosch" high-tension magneto; idler adjustable from seat; perfected centrifugal

THE "BRADLEY."

oiling system, 28x2½ G & J tires; 1½-inch double waterproof endless belt; capacity of six quarts gasoline, two quarts lubricating oil; extra wide mudguards; Person's motorcycle seat; noiseless muffler with cut-out; No. 3

THE "BRADLEY."

Standard Rubber motorcycle pedals; tool bag and tools. One year's guarantee against defcts in material and workmanship. Weight, 155 pounds complete.

A Promising Looking Machine.

The latest output of "The Speed Shop," 170 E. 33d Boulevard, Chicago is a good looking racing machine. It is equipped with a twin-cylinder 7-horsepower Peugeot motor and Longumare carburetor, but otherwise

America's Best Motorcycle

The first and only real Mechanical Intake Valve Motorcycle made and marketed in the United States. Thousands in successful use. Its superiority over Automatic is acknowledged. The only Motorcycle to climb Pike's Peak. Abundant power and speed. Full of practical features and improvements.

The "R-S" line comprises Single and Twin Cylinder Machines, Tandems, Tricycles, Tri-Cars and Delivery Vans, and represents the most value as well as the most advanced motorcycle construction.

Hundreds of testimonials from every part of the United States showing "R-S" achievements in racing, record making, hill climbing and endurance tests.

Complete illustrated 1908 catalogue sent free upon request. Write us.

Reading Standard Company, Reading, Pa.

ARMAC MOTOR CYCLES

Do you know anything about them? If you don't, then you have missed something. Our new 1908 Model is greatly improved. We would like to tell you about it. Write us to-day, if you are an agent or want to sell the classiest machine in your town.

MODEL A.

ARMAC MOTOR CO., Sales Agency

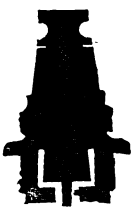
1221 MICHIGAN AVENUE, - - - CHICAGO, ILL.

it is a strictly American production. The frame is low and of short wheel base—50 inches to be exact. The tanks are made of copper and hold about one pint of oil and nearly a gallon of gasoline. Ignition is by coil and dry cells. Although not designed or built for an exceptionally light machine it will probably weigh less than 130 pounds. Mr. Lyons expects considerable from it when completed and says that it is a matter of the rider's ability rather than the machine's speed, for the 7-horsepower French motor is capable of driving the machine at a speed too great for any of the tracks around Chicago. We await its first performance with interest.

After Shaving
use
MENNEN'S
BORATED TALCUM
TOILET POWDER
and insist that your barber use it also. IT'S ANTISEPTIC, and will PREVENT any of the skin diseases often contracted.
A positive relief for SUNBURN, CHAFING and all afflictions of the skin. Removes all odor of perspiration. GET MENNEN'S—the original. Put up in non-refillable boxes, "THE BOX THAT LOX." Sold everywhere or mailed for 25 cents. Sample free.
Guaranteed under the Food and Drugs Act, June 30, 1906. Serial No. 1542.
Try Mennen's Violet (Borated) Talcum.
Gerhard Mennen Co., Newark, N J

Don't be caught Empty-Handed

Mr. Dealer!



The fact that 75 per cent. of the leading motorcycle manufacturers have adopted the

SPLITDORF Motorcycle Plug

on their engines shows conclusively that you should always have a good supply of these famous Plugs on hand.

C. F. SPLITDORF

Walton Ave. and 138th St. NEW YORK.

Branch, 1679 Broadway.

ROYAL

by name—and royal in make-up and in performance is a good summarization of the

ROYAL MOTOR BICYCLES

1900

1908

FEWER FADS AND FRILLS

—and more genuine practicality born of nearly eight year's experience than is to be found in any other motorcycle on the market. Inquiry invited.

ROYAL MOTOR WORKS, INC. WORCESTER, MASS.

How Much Would You Give for a Bicycle With Plain Bronze Bearings?

Roller bearings are as essential in a motor as ball bearings in a bicycle. "CURTISS MOTORS" are roller bearing throughout.

SEND FOR CATALOG "Y"

G. H. CURTISS MFG. CO.

HAMMONDSPORT, N. Y.

TIGER CYCLE WORKS CO.

1908 Models of

"CURTISS" MOTORCYCLES

Ready for Delivery.

Notice:

More powerful than ever, which means still more speed. Improved to an extraordinary degree of perfection, which means Reliability and Satisfaction.

FULL STOCK OF SPARE PARTS ON HAND

No better opportunity than the present to have your machine overhauled and put in good order.
We have the men who can do it, in an expert manner.
We build machines according to your specifications.
All kinds of experiments worked out.

20 SECOND-HAND MACHINES all makds for sale.

782 Eighth Avenue, - - - New York City

F. A. M. OFFICIAL REPAIR SHOP.

PennsylvaniA

STEEL-STUDED NON-SKID

MOTOR CYCLE TIRES

Exact duplicates of steel studded Automobile tires modified to motorcycle dimensions.
The speediest tire equipment on the market, because they make speed safe.
Write for description of these and other PENNSYLVANIA types of motorcycle tires.

Pennsylvania Rubber Co., Jeanette, Pa.

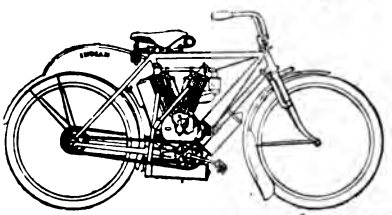
N. S. U. MOTORCYCLES ARE TRUMPS

—THAT'S WHY HE LAUGHS—
and well he may, for, the man who rides the 1908 N. S. U. will be happy and contented.
HE'LL GET THERE
and HE'LL GET BACK
and what's more at the time set.
There are a few fundamental points of highest merit embodied in the N. S. U. which should be considered by every purchaser, these are:
The Standing and Experience of the Manufacturer;
The Care used in Construction;
The material employed;
The Appearance;
The Power;
Price.
IF you live in JERSEY write to me for information or list. Questions thankfully received.

AL. BARTSCH

Agent for North New Jersey,
ANDERSON STREET (Cor. Linden St.) HACKENSACK.

1908 Motorcycles



INDIAN AND THOR

CHAIN OR GEAR DRIVEN.

ROYAL AND THEIM

BELT DRIVEN.

1908 Models now in stock—order now for immediate delivery. Special attention given to mail orders.

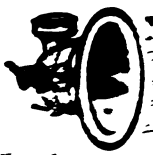
Send for Motorcycle and Complete Specialty Catalogue.

F. B. WIDMAYER

2312 Broadway **New York City**

20th Century CONTAINED AND SEPARATE GENERATOR
BICYCLE, MOTORCYCLE, AUTOMOBILE & BOAT LAMPS & GENERATOR
20TH CENTURY CATALOGUES.

Construction the Best.
Finest Lenses.
Front diameter, 4¼ inches.
Brackets in Variety.
No. 47 SEARCH LIGHT.



OF INTEREST TO EVERYBODY AND THEIR FAMILIES.

Chamois in practical shape. Quality and Quantity equal to the best and largest whole chamois and for general cleaning and polishing purposes. 20TH CENTURY "RUBS" are better and at one-sixth of the cost. *Clean your Bi- and Motorcycles with them.* Price 25c.

20TH CENTURY MFG. CO., 19 Warren St., New York.

Mesinger "CAVALRY" Motor Saddle

Free action in front suspension spring. Enables the rider to proceed at high speed over all obstructions.

The top is raised in front and back sufficient to prevent the rider from slipping forward or backward—is curled hair padded and has the form of a horseback saddle.

Length 12 inches. Width 10½ inches. Price $7.00.

H. & F. MESINGER MFG. CO.
1801-1807 FIRST AVENUE, NEW YORK

WANTED—Spot cash paid for a good motorcycle cheap. C. R. Phelps, 22 James street, New York.

WANTED—Side car, second hand, must be cheap. With or without tire. Box 1[illegible] Corinth, N. H.

FOR SALE—Three air-cooled cylinders, [illegible] complete, and three motorcycle [illegible]. B. W. Kinsell, Hagerstown, Md.

FOR SALE—Merkel Largest Motorcycle, new last July, just received again from the factory in first-class order. Fred J. [illegible], Jeweler, Huron, S. D.

FOR SALE—M. M. 1907 model; good as new. Can be seen at Henry [illegible] Pacific St. and Bedford Ave., Brooklyn, N. Y.

FOR SALE—Four cylinder motorcycle engine; good running order. Box 159, Marion, Linn, Iowa.

FOR SALE—M. M. Tri-Car, in first-class condition. $200.00 takes it; bargain. L. J. Box 1224, New York City.

FOR SALE—Double cylinder six-horsepower Bradley Motorcycle. Good condition; 1 belt. Has long wheel base and [illegible] tires. 420 North 32d street, Philadelphia, Pa.

FOR SALE—Indiana, 1907, $120; 1906, [illegible] $75; Curtis, 1907, $100; Thomas, 2 h.p., $45; Columbia, 3 h.p., $40. All guaranteed. Will exchange with you. M. L. Van Keuren, 34 Cove Ave., East Norwalk, Conn.

MOTORCYCLE SUPPLIES
SEND FOR CATALOGUE
MOTORCYCLE SUPPLY CO.
HAMMONDSPORT, N.Y.

FOR SALE—3-horsepower N. S. U.; magneto, lamp, horn, cyclometer, special tool kit; $165. Also U. S. U. Rigid Sidecar, practically new; $85. Dalton, 515 Lexington Ave., New York.

F-N FOUR CYLINDER—In First-class condition; is not scratched and looks like new. Will sell for $200. Terms: $50 with order and balance on delivery. Sidecar, $75 extra. E. H. Alexander, Lexington, Ky.

N. S. U. MOTORCYCLE BARGAIN—3-horsepower, exactly like 1908 Model, in perfect running condition and looking like new, with extra engine pulley to raise gear, two 20th Century headlights, with tubing, gas bag and brackets, auto horn, trip cyclometer and new tire on back wheel; only $165.00 complete. *Also* 1908 *Models for immediate delivery.*
AL BARTSCH,
Hackensack, N. J.

BARGAINS—One 1908 M. M. "Special," fully equipped; never out of show window; two weeks old; $170. Also one 1908 M. M. "Special," still in crate from factory; $180. Both machines guaranteed for six months. Address, Box B., Care MOTORCYCLE, 3 Broad St., New York City.

FOR SALE—Armac motorcycle; fast machine; fine condition; need the money. $125. Address M. H. Mills, No. 454 Edward street, Kenosha, Wis.

FOR SALE—One 1907 Indian motorcycle in good condition, used but little. L. E. Lee, M. D., Weatherby, Mo.

FOR SALE—1906 Indian; fine condition, run only 2,595 miles. For description and price, address H. A. Anderson, 61 Chestnut St., Brattleboro, Vt.

FOR SALE—Double cylinder motorcycle engine; run on test only; 3x3¼, castings also. Photo on application. $65.00. Box 51, Highland Station, Springfield, Mass.

"MOTORCYCLES AND HOW TO MANAGE THEM." 133-page book. Useful. Price, 50 cents a copy, or given with a year's subscription to The Motorcycle for $1.00. Address, 3 Broad street, New York.

SPOT CASH for a good motorcycle; cheap. B. P. McCormick, Monroe, Ga., Box 122.

FOR SALE—1907 M. M. Has been used to demonstrate; enamel in good condition; extra casing and tube. Price, $115 W. W. Brown, Littleton, N. H.

GOOD ENOUGH

Read the Letter

Alliance Ohio Feb.12,1908.

B. F. Goodrich Co.,
Akron, O.

Gentlemen:

I take the liberty of writing you this unsolicited testimonial.

I have used your motorcycle tires for three seasons. The first two seasons I used 1 3/4", and had one puncture in all my riding, last season I used 2 1/4" tires and never had a puncture of any kind and I went wherever I wished over all kinds of roads.

They may make good tires in Europe but I have no use for them. Your tires are good enough for me.

Very truly,
Norman Clark
Alliance, O.

Three years' use—one puncture only

GOODRICH MOTORCYCLE TIRES

Built like an automobile tire—rides like a bicycle tire.

The B. F. Goodrich Co.

AKRON, OHIO.

Branches in all Principal Cities.

To the Buyer of a 1908 Motorcycle

To make riding comfortable

YOU MUST USE

Mattson's Sponge Rubber Grips

If not regularly furnished on your new mount, specify them when ordering and get them without extra charge.

Insist on Having Them!

No other Grip can take their place to avoid "THAT NUMB FEELING" in hands and wrists ∴ ∴

All up-to-date manufacturers are using them. Leading jobbers everywhere carry full line.

MATTSON RUBBER CO., LODI, N. J.

Ask Whipple for

BARGAIN BULLETIN No. 2

It describes ten '07 Motorcycles, all best makes, On hand at close of season, all good as new—some never used. Tires unsoiled—some used to demonstrate with, but bright and new. All at sacrifice prices.

It describes five second-hand machines, every one in splendid form, having been put in trim by our expert repair department.

It describes our various lines of 1908 double and single cyclinder Motorcycles, Attachments, Tandem, Fore Car, Side Car, etc.

It describes everything in line of sundries, accessories, etc., that a motorcyclist might want. Every item and every motorcycle is priced right, and it is all plain, so you can understand it.

Send stamp and look for prompt response.

Whipple The "Motorcycle Man"

260 W. Jackson Blvd.,

'Phone Monroe 3264 CHICAGO, ILL.

YOU HAVE READ CATALOGS

by the score, but you haven't discovered the PERFECT MOTOR-CYCLE unless you have investigated the famous F.N. BIG FOUR

$1908\frac{1}{2}$ CATALOG

NOW READY!

IN 1904 the F.N. BIG FOUR was placed on the European market, a practical success from the very start.

IN 1904 the F.N. built a four-cylinder motorcycle, when other makers were advocating single cylinder machines.

IN 1904 the F.N. fitted magneto ignition as standard equipment.

IN 1904 the F.N. employed the bevel gear, shaft drive, entirely enclosed and protected from dust, and running in grease.

IN 1904 the F.N. perfected their spring fork, and competitors must acknowledge that even now, in 1908, there is none better.

IT IS NOW 1908—four years later—AND THE F.N. IS STILL TWO YEARS AHEAD OF ALL OTHERS. Other makers have adopted twin cylinder engines as being smoother in operation and more efficient than a single cylinder. Even the American manufacturers, who have been slow to adopt magneto ignition, now acknowledge the superiority of the magneto over the battery. Spring forks, also, have become almost a necessity. AND SOONER OR LATER FOUR CYLINDERS WITH A SHAFT DRIVE MUST TRIUMPH!

Why should YOU pay for these experiments?

THE 1908½ MODEL OF THE F.N. BIG FOUR SOUNDS THE

FINAL NOTE

in motorcycle design and construction. The three great objections to the motorcycle—ignition trouble, transmission trouble and vibration—have been absolutely overcome. THINK IT OVER and decide to ride

"THE MOTORCYCLE FOR GENTLEMEN"

Ovington Motor Co., 2232 B'way, New York

Dealers: Write for our proposition to-day.

TEN CENTS

MOTORCYCLE ILLUSTRATED

Vol. III June, 1908 No. 6

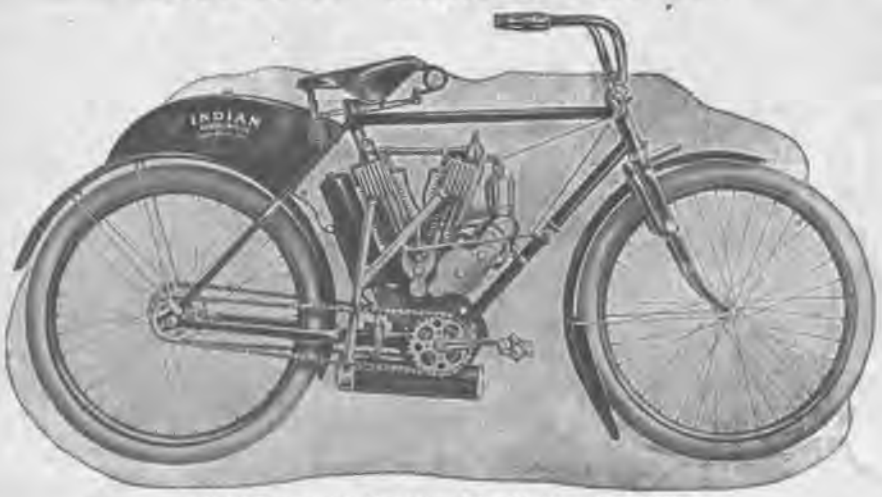
MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK

"THERE ARE THREE KINDS OF PEOPLE IN THE WORLD: THE WILLS, THE WON'TS AND THE CAN'TS"

MOTORCYCLES ARE BUILT THE SAME WAY

THE INDIAN

ALWAYS MAKES GOOD



5 H.P. Twin, with Magneto. The Machine that WINS

THE MACHINE THAT HOLDS ALL RECORDS IS THE ONLY BEST

READ THE RECORDS AND MAKE YOUR OWN COMPARISONS

GET THE FACTS. ASK FOR "INDIAN VICTORIES" AND CATALOGUE 4

HENDEE MANUFACTURING CO., SPRINGFIELD, MASS.

A MOTORCYCLE TIRE OF "M & W QUALITY"

A Strong, Safe, Economical Tire to use, and a thoroly SATISFACTORY Tire for the dealer to handle

GOOD POINTS

First: A casing made of a special closely woven fabric, giving great strength and susceptible to permanent repairs at small expense. Resists punctures.

Second: A casing formed *in the making* to the shape which it will assume when in use.

Third: An inner tube of superior quality, made of several plies of rubber by the same process we use in making our well known bicycle tubes.

This method gives a seamless, built-up tube, which is stronger than a single-ply tube, for the same reason that a laminated rim is stronger than a single piece rim.

Fourth: A tube made in the shape it will assume when in the casing, thus insuring a perfect fit.

Fifth: A tire which is easily applied and removed, because it is not necessary to shape it with the hands.

Sixth: A complete tire, embodying all of the good ideas developed by several years' experience in manufacturing a satisfactory automobile tire.

Wherever Bicycles are sold, ridden or repaired, Morgan & Wright Tires have an Established Reputation as Good Tires

And it is a fact that can be subscribed to by dealers and riders in every city, town and village in the country, that this reputation—established when "safeties" first came into vogue, and continued thruout the hey-day of bicyling—has never been more thoroly lived up to than it is at the present time.

This reputation is not only an invaluable asset to our business, but is responsible for the continued favoritism which is shown by dealers and riders generally for tires, tubes, cements and accessories of all kinds bearing the M. & W. stamp.

MORGAN & WRIGHT, DETROIT

TEN CENTS

MOTORCYCLE ILLUSTRATED

Vol. III. No. 6 June, 1908

PUBLISHED BY THE MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK CITY

RECORDS MADE AT FORT GEORGE CLIMB

AT the postponed Decoration Day hill climb of the New York Motorcycle Club, held on Saturday, June 6, up the 1,290-foot grade leading from Dyckman street to Fort George, New York City, a new record was set which will take a whole lot of climbing, both motorcycle and automobile, to better. Twenty-four seconds flat is the new time, and it was not a walkover for any one machine either—the three following in the same event were all within 1 second of the winner. This was in the free for all, which furnished the most spectacular riding of the day.

CHAPPLE WINNING CLASS C ON N. S. U.

A crowd of several thousand persons witnessed the six events, which were run off in fast order after the delays attending the taking of post entries had held up the first event for over an hour. All along the hillside spectators watched the riders with great interest, and after Classes A and B were run off and the faster machines began to follow one another in rapid succession cheers greeted each rider who made good time. It was easy, too, for the spectators to tell who were making good time in each event, as just a few seconds' difference in actual time made all the difference in the world in the appearance of speed in each machine.

The day was ideal, plenty of sunshine, and with just breeze enough to keep things from getting too warm. A number of automobile parties assembled at the top of the hill, but most of the spectators were out and out motorcycle enthusiasts who had traveled miles, some of them, from Jersey, Long Island and New England.

There were fifty-one entries all told, nearly half of which were made just before the start of the first race was scheduled. This, of course, delayed matters until all entrants could be assigned numbers and given final instructions. In each of the first four classes

three prizes were presented, and with the exception of the first event, which was an easy win for Goerke, all places were hotly contested for. One prize only was given in the Free for All and in the Collender's Formulæ event. Special prizes were also given to the New York Motorcycle Club members making the best time in Classes B and D. These were won respectively by F. Dalton, F. N., and W. W. Wray, Jr., Peugeot.

Walter Goerke, the Brooklyn Indian rider, captured the first two events in handy style, the first in 33 1-5 seconds and the second in 33 4-5 seconds. In Class C he got third place, and in B second. In the Free for All he lost third place by just 1-5 of a second.

Charles Gustafson, another Indian boy, also rode well and consistently. He captured the Class D event and the Free for All, the latter in the remarkable time of 24 seconds.

George Hendee was himself on hand to uphold the Indian supremacy, and rode in the Collender's Formulæ event on one of the little singles, capturing second place with 321 points. F. A. Baker, Indian, won with 354 points.

In Class C seventeen starters made the climb, and only 12 seconds separated the last from the first. This class was limited to machines with engine capacities not exceeding 50.10 cubic inches, and was won by A. G. Chapple on a 6-h.p. N. S. U. in 29 1-5 seconds.

Chapple is a member of the New York Motorcycle Club, and rides only for his own pleasure. His showing on the N. S. U. was therefore somewhat of a surprise to all except a few knowing ones.

It was the free-for-all, F. A. M. limit of 61.0 cubic inches cylinder capacity, that furnished the real excitement of the day. Only a second separated the first four riders in this event, and the spectators as well as riders themselves were keyed up to the highest point of ex-

HARDEST PART OF THE CLIMB. GUSTAFSON ON INDIAN

SPECTATORS AT THE FINISH

pectation and enthusiasm. The 24 seconds flat, in which Gustafson drove his 7-h.p. Indian up the hill sets a new record for this climb, beating the best previous time, held by a White steamer, by some 6 seconds. In this event Glen Curtiss drove his 6-h.p. Curtiss only 3-5 of a second slower, in 24 3-5; Billy Wray, on a 7-h.p. Peugeot made it in 24 4-5, and Walter Goerke, Indian, in an even 25 seconds.

Wray made a great effort to better Gustafson's time, and the timers, having failed to catch him on his first trial, he had a second opportunity to do so. Up the hill he came, going great guns, and if he had made the first half of the climb as fast as he did the second there would be even a better record than 24 seconds to show for the day. As it was, Wray finished so fast that his machine went up in the air and covered about 50 feet on its rear wheel before it threw him, finally crossing the avenue beyond the finish and landing in a vacant lot. Beyond a few scratches on his hands Wray was uninjured, but his clothes were torn and the machine was so wrecked it will need considerable repairing before it is ready to take the road again. Wray's whole attention was on the race, and the moment he picked himself up he ran back to the timers and inquired, "What did I make it in?"

There was another accident, which occurred at the foot of the hill and and delayed the start of the last race for about 20 minutes. Benjamin Jaffey, 146 Ludlow street, attempted to cross the course just above the starting line and was hit full force by one of the M.-M. riders. He was taken to the Washington Heights Hospital, and after his lacerated scalp was fixed up he was sent home.

The summaries are as follows:

Class A, for motorcycles with engines not exceeding 21.10 cubic inches piston displacement—Walter Goerke, 2¾-h.p. Indian, 33 1-5, won; F. A. Baker, 2¼-h.p. Indian, 43 2-5, second; Russell Smith, 2¼-h.p. Indian, 47, third; Chas. Gustafson, 2¾-h.p. Indian, 47 2-5; Geo. Squires, 3-h.p. Light, 49 2-5; Wm. Stiebuer, 50; Percy Drummond, 2¼-h.p. Indian, 51; Jas. McLaughlin, N. S. U., 51 2-5.

Class B, for motorcycles with engines not exceeding 31.10 cubic inches piston displacement—Walter Goerke, 3½-h.p. Indian, 33 3-5, won; W. Ginger 3½-h.p. M. M. 36 second; G. H. Curtiss, 3-h.p. Curtiss, 36 1-5, third; F. A. Baker, 3½-h.p. Indian, 37 3-5; F. Dalton, 5-h.p. F. N. 39 4-5; Fred Voelker, 3¾-hp. N. S. U., 41 2-5; M. Champlin, 3-h.p. Curtiss, 44 2-5; Abbot Lane, 3½-h.p. M. M., 46; Alfred Lane, 3½-h.p. M. M., 47 3-5; Geo. Squires, 3-h.p. Light, 50 2-5; J. Sheehan, 3½-h.p. M. M., 52 2-5; J. H. Lange, 4½-h.p. F. N., 54 1-5; Tom Rice, 4½-h.p. F. N., 56.

LINED UP JUST BELOW THE STARTING LINE

Class C, for motorcycles with multicylinder engines not exceeding 50.10 cubic inches piston displacement—A. G. Chapple, 6-h.p. N. S. U., 29 1-5, won; Russell Smith, 5-h.p. Indian, 31 3-5, second; Walter Goerke, 5-h.p. Indian, 32 3-5 third; F. W. Horenburger, 5-h.p. Vindec, 33; Chas. Ruck, 5-h.p. Indian, 33; F. A. Baker, 5-h.p. Indian, 33; A. Gill, 5-h.p. Indian, 33 3-5; Percy Drummond, 5-h.p. Indian, 33 4-5; Carlton Kelley, 6-h.p. N. S. U., 34; J. Schleicher, 34 2-5; Chas. Gustafson, 5-h.p. Indian, 34 2-5; Perry Deyo, 5-h.p. Indian, 34 4-5; Fred Voelker 6-h.p. N. S. U., 34 4-5; E. Swain, 6-h.p. R. S., 37 2-5; A. Eberhardt, 5-h.p. Vindec, 38 1-5; E. Meyer, 5-h.p. Vindec, 40 2-5; F. Littlefield, 5-h.p. Vindec, 41.

Class D, for motorcycles with multicylinder engines not exceeding 61.0 cubic inches piston displacement—Chas. Gustafson, 7-h.p. Indian, 25, won; Walter Goerke, 7-h.p. Indian, 26 1-5, second; W. W. Wray, Jr., 7-h.p. Peugeot, 26 3-5, third;

WEIGHING IN. H. J. WEHMAN, E. KICHERER, GEO. HENDEE

G. H. Curtiss, 6 h.p. Curtiss, 28 2-5; A. G. Chapple, 7-h.p. Vindec, 29 4-5; Geo. Ruck, 5-h.p. Indian, 33; G. Strollin, 34 1-5.

Free-for-All, for motorcycles with engines of any capacity; auxiliary exhaust ports permitted in this class only—Chas. Gustafson, 7-h.p. Indian, 24, won; G. H. Curtiss, 6-h.p. Curtiss, 24 3-5, second; W. W. Wray, Jr., 7-h.p. Peugeot, 24 4-5, third; Walter Goerke, 7-h.p. Indian, 25; A. G. Chapple, 7-h.p. Vindec, 29; Russell Smith, 5-h.p. Indian 29 2-5; A. D. McCurdy, 6-h.p. Curtiss, 34 1-5; Geo. Ruck, 5-h.p. Indian, 36; C. E. Werner, 37.

Collender's Formulae for motorcycles with engines not exceeding 61.0 cubic inches piston displacement. The winner of this class determined by the highest figure of merit. Figure of merit equals weight of machine and rider divided by cylinder capacity multiplied by time in seconds.

Name.	Machine.	Time.	Total Weight.	
F. A. Baker	Indian	.45 3/5	283	354 points
Geo. Hendee	Indian	1.12	404	321 points
H. Jehle	Jehle	1.14	329	289 points
F. Dalton	F. N.	.40	307	279 points
Thos. Rice	F. N.	.46	306	265 points
E. L. Ovington	F. N.	1.00 3/5	431	259 points
G. H. Ruck	Indian	.33 4/5	301	230 points
T. Selfridge	Curtiss	.41 4/5	280	223 points
F. Horenberger	Vindec	.43 2/5	394	219 points
A. G. Chapple	N. S. U.	.30	307	209 points
J. F. McLaughlin	N. S. U.	.40 4/5	385	195 points
D. Patterson	M. M.	1.14 2/5	349	151 points

A 1600 MILE PLEASURE TOUR

WESTERN progressiveness, known the world over, is exemplified in motorcycle circles in the city of St. Paul, Minn., by three riders who have the "Git up and go" in them to attempt a 1,600-mile pleasure jaunt in ten days' time.

The trip will be from St. Paul to Cheyenne, Wyo., and return, and two riders, C. S. Horn and J. J. Dilley, will undertake it, being accompanied possibly by one other.

Mr. Horn is one of the instructors in the Globe Business College, and Mr. Dilley is with W. J. Dyer & Bro. They intend to start on their long journey at some date between June 15 and June 20, when it is expected the weather will be settled and the roads in as good condition as they are ever to be found. Mr. Horn rides an Indian, and Mr. Dilley a R.-S.

C. A. Carpenter has about decided to go along in company with the other two, and will make a third man. He rides the R.-S.

The entire journey will be about 1,600 miles and the young men expect to make about 150 to 170 miles a day, and to keep on the road about ten hours a day. After they get well clear of St. Paul they will shape their course through South Dakota, and have the advantage of the prairie roads of that State.

In studying the route the men have decided to avoid the sandy country of the more southern route. They will ship their baggage ahead of them, and take nothing in the way of luggage on their wheels.

Their itinerary includes Granite Falls, Minn.; Watertown, Huron, Pierre, Rapid City, Buffalo Gap, S. D.; Hay Springs, Alliance, Neb.; Cheyenne Wyo.

KANSAS CITY, MO., May 17.—About 8:30 o'clock last night four very hot and dusty but still well satisfied men rode up to the starting point on Armour boulevard. These were D. A. Moses, Charles Hanson, L. C. Shellaberger and C. C. Hahn, who started out with the automobiles yesterday morning on Indian motorcycles. They did not get to Lawrence, but they managed to cover just a fraction over 161 miles in the course of their wanderings over the plains of Kansas.

GUSTAFSON ON THE INDIAN TWIN

American *vs* Foreign

Replies to Fuller. The last phase of this controversy, which has defaced this paper in the past, and which now closes. Meanwhile, no motorcycle is perfect, but all makers are striving for perfection, and this constant reach for the ideal is the life of the sport and the trade

THE article entitled "American vs. Foreign Motorcycles," in your May issue, contained so many misstatements that it is impossible for me to answer it as fully as I should like to. Instead of going over a lot of matter that has already been threshed out pretty thoroughly in your paper regarding American and Foreign machines I shall confine myself more particularly to the subject of Magneto vs. Battery Ignition Systems, as applied to the motorcycle. The writer of the article above referred to, Mr. Fuller, shows such evident ignorance with regard to the fundamental principles upon which the magneto is based that I cannot allow his article to go by without severe criticism.

In the second paragraph of the article mentioned Mr. Fuller states that I advocate the magneto because it is cheaper than the dry battery. I have never made any such statement as this in any article, and I defy Mr. Fuller or anybody else to produce any such statement. I distinctly stated that what has always been against the magneto, and what will probably always be against it, is the first cost. Any one who knows anything about the subject at all knows that a magneto costs more than a battery outfit. What I have claimed is that the magneto is far more reliable than the battery, and that it does add power and speed to a machine.

Let us consider, first, the matter of reliability. Mr. Fuller states that the magneto, as used on the F. N., N. S. U. and other foreign machines, is composed of very many delicate parts requiring accurate adjustment in order to operate with any degree of satisfaction. This, at the outset, shows that Mr. Fuller is ignorant of the construction of a magneto. In a magneto two pieces of magnetized steel take the place of three cumbersome, unreliable and inefficient dry batteries. A very small armature takes the place of a large and unwieldy coil. In the magneto, instead of using more or less flimsy contact mechanism, there is a compact and efficient contact mechanism with platinum-iridium contact much larger than any battery system ever used. How Mr. Fuller can call two pieces of magnetized steel more complicated than three dry batteries with their connecting wires and terminals, and can also call an armature about 1¾ inches in diameter and 3 inches long, more cumbersome than an induction coil 3 inches in diameter and 8 inches long, is more than I can see.

As far as the contact mechanism is concerned, a glance by a disinterested but intelligent third party would indicate that the contact mechanism on a magneto is ten times more reliable than the comparatively flimsy device on a motorcycle using battery ignition. Mr. Fuller states that he fails to see why magnetos are relied upon to do their work without attention when all other devices have skilled electricians to watch them. That is because the two pieces of apparatus are entirely different and cannot be compared. In an electric station the dynamos as a rule have commutators and brushes which carry hundreds of h.p. of electric current. They are subjected to enormous mechanical and electrical strain. Even then the electric generators in electric lighting stations require practically no attention compared with the other apparatus. The prime movers are what require principal attention in an electric light station. I know because I worked in one for over two and a half years, namely, the big Edison staion at 53 Duane street, New York.

You will see the attendants spend most of their time upon the steam engines and switchboard arrangements in the large electric light stations and spend comparatively little time upon the electric generators. As a matter of fact the electric generators go year in and year out with comparatively slight attention. In order to prove this look at the number of attendants required at the big power plant at Niagara Falls. Here there are eleven units of 5,000 h.p. each. The prime movers in this case are water turbines, which are located far below the generators. The electric generators are on the main floor, and when I have visited this station, as I did several times, I only saw one attendant taking care of the whole eleven generators, and he didn't seem to be very much overworked. It took quite a few to take care of the other mechanisms in the station, but the electric generators themselves require practically no attention.

Mr. Fuller states that every magneto must have carbon brushes which press fairly hard and must go without lubrication. If Mr. Fuller examined my magneto, after running an entire season, and saw that the carbon brush in it showed absolutely no signs of excessive wear he would hardly make a statement of this kind. As a matter of fact the spring which presses the carbon brush on the revolving ring in the magneto is composed of wire no thicker than a man's hair. It presses very lightly indeed and just sufficient to make contact. I see no reason why a magneto should not go 50,000 miles without the carbon brush requiring the slightest attention. As a matter of fact, when a magneto goes wrong, the carbon brush is about the last thing that gives trouble. Evidently Mr. Fuller has had little experience with magnetos in actual practice. Mr. Fuller states that, with a road gear of 6-1, a magneto on a 2 or 4-cylinder machine revolves the enormous number of 95,000,000 turns in every 500 miles. In the first place I should like to inform Mr. Fuller that the magneto on a twin with a road gear he mentioned revolves only about 2,250,000 times every 500 miles instead of 95,000,000 times. According to his arrangement the magneto goes twenty times as fast as the engine. I should advise him to borrow the logarithm table of his friend in Steven's Institute and make this elementary computation over again.

2,000,000 Revolutions Not Remarkable.

Granted that a magneto makes over 2,000,000 revolutions when the motorcycle goes 500 miles there is nothing at all remarkable about this. Let Mr. Fuller calculate the number of times the wheels in a watch go round in a year, or the balance wheel swings back and forth, or the number of times that the wheels of a locomotive, street car or other vehicle rotate in a comparatively long period, and he must acknowledge that there is nothing remarkable about the performance of a magneto on a motorcycle. As a matter of fact the wheels in a watch go around for years with practically no attention. It must be borne in mind that the armature of a magneto revolves practically without friction, and there is not 1-50 of the wear in a magneto that there is in the engine to which it is attached. As a matter of fact any magneto, properly made, will outlast half a dozen engines, and that is all that any one can expect. Mr. Fuller loses sight of the fact that if, as he stated, a magneto went around 95,000,000 times every time the motorcycle went 500 miles, the engine on a 4-cylinder motorcycle would also go around the same number of times. As a matter of fact, and as above stated, he is wide of the mark in his calculations.

Mr. Fuller shows his ignorance of an electrical apparatus when he states that the heat generated in a magneto cannot get out and is of such a degree as to be dangerous. The heat generated passes through the metal parts of the magneto and is there radiated into space with very great ease. There is no trouble whatever from the heating in a magneto and it never reaches a degree where it can begin to be dangerous. He is comparing a magneto with a very small output to an electric light generator heavily loaded. As stated before this comparison is entirely unfair. If magnetos needed ventilating the designers of them would make them so that they would ventilate themselves. With regard to the electric light generators giving up the shuttle, or Siemans type of armature, he is again ill informed. This type of armature was given up on electric generators principally because the impulses of the electric current followed each other too slowly and types of armatures such as the Gramme ring, and drum armatures, were substituted. The latter type of armature furnishes a much smoother current, and in electric lighting this is necessary.

Armatures Not Wax Insulated.

Mr. Fuller states that, as the armatures of magnetos are insulated with paraffine wax they are particularly liable to short circuit. How does he account for the fact that on thousands of motorcycles all over the country it is a very rare occurrence indeed to have an armature short circuit? Incidentally, he had better pull a magneto to pieces and confirm my statement that magneto armatures are not insulated with wax. From his description I do not think he ever saw the inside of a magneto. I acknowledge that if the armature of a magneto is ruined an expert is required. The same thing may be said of an induction coil in the battery system. The armature is almost identically the same electrically as the induction coil, but is usually wound much more carefully and greater pains are taken to prevent short circuit.

The most ridiculous statement in Mr. Fuller's article is the lack of protection for the magneto. Take any of the magneto machines. I quote the F. N. Big Four as an example. Look at the picture of an F. N. machine and tell me how the magneto can be injured by the machine falling over. It is directly attached to the front of the engine and, being narrower than the engine, the engine itself would hit the ground or other obstacle before the magneto and thus protect it. As a matter of fact, when a machine falls about the only damage that is done is to bend the pedal crank of the pedaling gear. I can name a certain party who went on a tour through long sandy roads and who fell fifteen times on that one tour and then stopped counting. His magneto was not injured in the slightest. I will be glad to give Mr. Fuller this party's name if he wishes it. Mr. Fuller picks out the magneto on the F. N. as being particularly liable to damage. Let the

readers of MOTORCYCLE ILLUSTRATED turn to the picture of the F. N. in this issue and then tell me how the magneto can be injured by a fall. Mr. Fuller had better rake up better arguments than that if he wishes to overthrow the magneto. It shows that he is pretty well pushed for material with which to spite the advance of the magneto when he uses such an absurd argument as this.

FIRST COST IS GREATEST.

I will not answer Mr. Fuller's remarks about the cost of the magneto. I have never claimed that the first cost of the magneto is less than the battery system. Furthermore, I answered this argument pretty fully in your last issue. I understand that for the price of the magneto you can buy enough batteries to fill a truck, but that does not help you when your batteries give out between two towns and you have to walk to the nearest battery shop, or possibly pedal your machine. There are some people who prefer to pay the slight extra cost and be sure that they will not have to go through such an experience. Mr. Fuller goes on to state that the cost of maintaining a magneto is 100 per cent. of the original cost. The cost of maintaining mine last year was absolutely nothing, since I never even adjusted the magneto during the whole of last season, and I see by an article in a foreign motorcycle magazine that one rider went over 20,000 miles with his magneto without any trouble whatever.

Mr. Fuller states that a battery gives 90 watts and quotes me as an authority. I would like to have Mr. Fuller produce any article in which I have stated that a battery delivers any such current in practice. As a matter of fact the combined voltage of three cells of dry battery under working condition is not over, at a maximum, 4½ volts, and the ordinary induction coil, when the motorcycle is running at speed, does not require at maximum over one ampere. This means that the battery delivers 4½ watts. Mr. Fuller's statement that it gives 90 watts is just fifty times more than actual practice. He had better read over some of my articles on elementary electricity and magnetism.

In the paragraph where he tries to prove that a magneto requires nearly a quarter horsepower I am utterly unable to follow his figures. I have made a specialty of mathematics for about six years, but I am unable to follow Mr. Fuller in his remarkable series of computations. He goes on to say that a magneto would use up $30 worth of gasoline when the motorcycle had gone 8,500 miles. If any of the readers of MOTORCYCLE ILLUSTRATED see how he gets this figure I would like them to write and tell me. I certainly cannot make head nor tail of his foolish argument. As far as taking power, the magneto gives power instead. Ask any chauffeur who has a battery and magneto system on his car. He will tell you that he gets much better power on the hills when his magneto is used than when he employs the dry battery. A magneto requires practically no power to operate it. All one has to do is to take a magneto in his hands and turn the armature over with his fingers. In this manner and using a good magneto one can light a cigarette from the hot spark generated, and yet the effort required is very small indeed. You cannot exert one-quarter horsepower with the first and second fingers of one hand with such slight effort. Let Mr. Fuller go down into the laboratory of the Stevens Institute with his friend and try this on a dynamometer.

To my knowledge in none of my articles have I ever mentioned the make of any particular machine, but I am forced to in this case. Mr. Fuller asked: Could anyone think of matching an F. N. Big Four with a 4-h.p. Indian or a 5-h.p. Curtiss. I beg to say that I shall be glad at any time to meet Mr. Fuller or anyone else on either of the machines above mentioned, or any other machine that he can get hold of, provided they will meet me with the same gear ratio that I use on my F. N. The F. N. Company in Belgium will not make us a special racing machine, as they do not believe in this class of motorcycle. They aim to make the ideal touring machine, and they put a comparatively low gear on it. As a matter of fact I have been out on every run of the New York Motorcycle Club during the last season, and I have been right up in the front rank most of the time. I do not know where Mr. Fuller lives, but if he lives anywhere in New York and will come into my office I shall be glad to take a ride with him and make him sit up and take notice with regard to how a heavy touring machine can go. Our factory has never made a racing machine and probably never will, but when it comes to a standard touring motorcycle the F. N. is right there with the rest.

A COMPARISON OF COST.

I shall pass over Mr. Fuller's remarks regarding American and Foreign machines with a very few statements. In the first place 28 machines finished in the double century 200-mile run of the New York Motorcycle Club held on May 10. Of these 28 machines 17 were foreign and 11 American. Two years ago there were practically no foreign machines in the New York Motorcycle Club. Now almost every experienced rider in the club rides a foreign machine. This fact alone speaks for itself so loud that any but the wilfully deaf may hear. Compare the American machines of last year with foreign motorcycles and you will see a wide difference in design. Compare the new models of the American machines brought out this year with the foreign machines and you will see that they are strikingly similar. They both have vertical engines and

both have double horizontal bars with a tank placed firmly between them. They both have spring forks and, in many cases, they both have stands and magnetos. Mark my words, that next year the 1909 American machine will approach more nearly the foreign article. I am aware of the fact that statements of this kind do not increase my popularity, but they are facts nevertheless, and the fact that I have repeatedly stated them and nobody has proved to the contrary shows that my arguments are backed with truth.

Mr. Fuller states that another great fault of foreign machines is their weight. He says part of this weight is due to the magneto, which is very heavy for such a small thing. I will agree that the weight of the magneto is concentrated. The whole ignition system on a magneto-driven machine is contained in a cube six inches square. Put a magneto on a scale pan, however, and put three batteries and induction coil and the rest of the apparatus in the other side, and if you can prove that a magneto is heavier than a battery outfit you are doing more than I can. Mr. Fuller then states that the foreign designer has no idea how to place his material in building a machine. How many times have you heard of a foreign frame breaking? How many times have you heard of an American frame breaking? Who knows more about the strength of material and the proper design of a motorcycle frame? I shall let the reader answer this question for himself, and if he is not prejudiced I know the way he will answer. Mr. Fuller then states that, among other things, the Bowden wires on foreign motorcycles weight them down. I beg to inform Mr. Fuller that the Bowden wire is the lightest mechanism known for actuating devices, such as a spark advance on a magneto or the throttle on a carbureter. Now, Mr. Fuller, you must bring up something stronger than that. The foreign machine is heavier, but the weight is put where it will give comfort and reliability. It is put where we can get a long wheel base, a comfortable spring fork—instead of an apology for one—large, comfortable tires, and extra heavy frames to resist all sorts of shocks.

Mr. Fuller states that American machines have defeated foreign machines every time on this side of the ocean. Mr. Fuller evidently does not read MOTORCYCLE ILLUSTRATED or any other paper devoted to the sport. He is not only ignorant on the subject of magnetos and gas engines in general, but he isn't up to date on what is common gossip. Mr. Wray, in the Wilkes-Barre hill climb, not only beat all of the American motorcycles, but also beat the time of the fastest car. He did it on a 14-h.p. foreign machine. And he did it to the queen's taste. The world's record on the level is held by a foreign machine, made on the Florida beach. Thus the foreign machine has won world's record honors in both hill climb and on level stretches. He states that foreign machines have always been beaten. Mr. Fuller had better become more acquainted with actual facts before he attempts to rush into print as he has done.

Mr. Fuller asks why the F. N. uses multiple cylinders? Mr. Fuller states that if four cylinders produced greater pulling ability than one cylinder this would show up on a brake test. It does, Mr. Fuller, and that proves again that you are ignorant of facts. The F. N. engine has only 27½ cubic inches piston displacement and it will develop more horsepower than any other engine in the world of the same displacement. Here in America engines of twice the capacity are rated at the same h.p. Mr. Fuller then states that four cylinders make more noise than one. Which makes more noise, a four-cylinder Renault car or a single-cylinder Cadillac? As a matter of fact a 4-cylinder automobile is almost noiseless, while a single-cylinder machine you can usually hear half a mile down the road. The same applies to motorcycles.

Mr. Fuller states that all automobiles supplied with magnetos are also equipped with batteries. Again this proves his ignorance of facts. There are many foreign machines and now there are quite a few American ones that have magneto ignition only and no batteries whatever. And then he makes the absurd statement that, where automobiles are equipped with both types of ignition, they run on the batteries most of the time and practically never on the magneto. Packard automobiles are supplied with both magneto and batteries. Ask any Packard owner how often he runs on his battery compared to his magneto. Mr. Fuller states that he made this statement on the authority of a chauffeur who has had experience with a magneto. Mr. Fuller makes a statement on the authority of *one* person. That is hardly convincing, to say the least.

In closing I wish to say that I am probably not the only one who considers Mr. Fuller's article to be ridiculous in the extreme. Of course, at the time I write this article I have not seen the issue of MOTORCYCLE ILLUSTRATED in which it will appear; but I guarantee that there are several letters from parties who have read his article and who criticise it severely. As a matter of fact it does not need to be taken seriously, and if there was not so much misunderstanding with regard to the magneto in this country, I should not have taken the time and space in your columns to reply in such a lengthy manner as I have done. The very fact that last year no American machines were fitted with magnetos, while this year practically all of the manufacturers give the magneto as an option tells its own story. And next year, as I have predicted in a former article, the American manufacturers are going to be forced to put the magneto on as standard. Watch the 1909 models at the coming automobile shows and

see. If Mr. Fuller had written his article before the American manufacturers had adopted magneto ignition he would then be knocking only foreign makers. Now that they have all adopted it to a more or less degree puts him in a position of a person trying to defend American practice and at the same time he is criticising it most severely. As a matter of fact, from beginning to end his article contains nothing but misstatements and distorted arguments.

For the benefit of the readers of MOTORCYCLE ILLUSTRATED I hope that this matter of American vs. foreign machines will be given a rest. I will acknowledge that I started the argument. I did this to improve the American machine. Whether I have done it or not I will leave others to judge. There is no necessity, however, of increasing the friction between the two classes. Let it be, as it will be, the "survival of the fittest." Let the riders themselves prove which is the better of the two. If the old experienced riders adopt one type of machine almost to the exclusion of any other type, it is fair to assume that that is the best to be had. I thought that this discussion had died out and I sincerely hope it has with this issue. Instead of Mr. Fuller writing a lengthy reply to my article let him come over and pay me a friendly visit. I will be glad to meet him and talk matters over, and, if agreeable to him, I should be glad to go through a series of tests, with some old motorcyclists in the neighborhood as judges. I shall not put Mr. Fuller down as trying to willfully distort facts, but rather place the many misstatements he made in his article to his ignorance on the subjects of which he wrote.

Yours truly,

EARLE L. OVINGTON.

A LAYMAN'S POINT OF VIEW

I HAVE read with much amusement the article entitled "American vs. Foreign Motorcycles," by Mr. Edgar C. Fuller, which you published in the May issue of your paper, and, as a private owner of two different machines, and in justice to foreign machines equipped with magnetos, I am taking the liberty of writing you in answer to said article.

There is an old and well-known maxim, which is that "The proof of the pudding is the eating of it." I rode an F. N. Big Four motorcycle all of last year, touring a great many thousand miles on same, and I can say this, that I have never been stranded on the road, or any other place for that matter, on account of my magneto getting out of order, and never saw or heard of any one else being stranded on that account. Mr. Fuller says magnetos are composed of many delicate parts. I cannot agree with him at all, though I am not an electrical engineer. As far as I can see the magneto is quite simple, if a little "horse sense" is used, and if same is not tinkered with. If one wanted to take all the precautions that are necessary to be absolutely certain that they would never be stranded, all they would have to do is to carry a small contact breaker, as a spare, which takes up very little room, and at that there would be very little chance of it being used. And what is more, I have taken my magneto completely apart and put it together again without any trouble, and it ran beautifully. I did this solely because I had what is termed "tinkeritis," of which disease I am glad to say I am cured.

In regard to motorcycles equipped with batteries, while I will say that I have had no personal experience with a motorcycle equipped with that kind of ignition, I have seen so many machines stranded and giving trouble on that account that I am glad I never rode a machine of that kind; and I can quote one instance where there were other witnesses besides myself to the above, and that was when the New York Motorcycle Club was out for a run, one of the riders had to go back several miles and get a set of batteries for another of the riders whose batteries had given out.

In regards to the magneto not having proper protection, last year I rode over the F. A. M. endurance course, about two weeks before the endurance run took place, and I will say that, owing to the bad roads and my inexperience in riding in sand, I had so many falls that I stopped counting them, and I am sure that both I and the machine fell in every conceivable position, and my magneto was not damaged in the slightest.

Regarding Mr. Fuller's statement that the rider of the average foreign machine has more things to manage and look after than the "driver of a locomotive," that is also an absurd statement, for, besides my F. N. I also own a Vindec Special light touring model, and I am sure that I never felt like a "locomotive driver," (though I may have looked like one), when I rode either one of them, as the spark lever and the throttle can be placed in a certain position and left there, and the machine can be controlled by simply lifting and dropping the exhaust valve lifter, besides having a good brake, said brake being operated by simply backpedaling. I do not think you could want anything more simple than this.

It only goes further to show how little Mr. Fuller knows about motorcycles when he says that a four-cylinder machine makes a noise like an automobile, and also when he says that it wears out tires and gears like one. I have had people come to me and ask if my

machine was an electric one, and I have personally seen at the Ovington Motor Company's store gears that came out of an F. N. machine that had been used three or four years, and after a close examination I could not see any wear to them whatsoever.

In my opinion if the American machines were made as heavy and as strongly as the foreign machines are made, there would be less danger of motorcyclists breaking their frames and perhaps their necks, as I have yet to see or hear of a foreign machine's frame breaking, and that much, I am sorry to say, I cannot say of the American machines. So I think it is common sense to prefer a machine which is a little bit heavier, and then one would have a little better chance of not going out of this world suddenly.

Mr. Fuller also speaks of the weight between American and foreign machines as being from 15 to 35 pounds heavier, and wants to know the result of this extra weight, and, to quote his own words, "The loss of ability to start and stop quickly, and lack of safety owing to the difficulty in stopping and starting quickly, their poor hill-climbing ability and low speed on the level." Now, it is an acknowledged fact that there is no machine in the world that can start more quickly than an F. N., and everybody knows an F. N. is not a light weight machine. I have also seen an N. S. U. start as quickly as one would wish, and judging from what I have seen, I should say that the foreign machines start at least 50 per cent. faster than the American ones.

As far as lack of safety goes, if Mr. Fuller is acquainted with Fort Lee hill, it might enlighten him a bit when I say that, owing to the heavy traffic on the road I was obliged to dismount on one of the steepest portions of the hill, and I started again by just stepping onto the pedal and getting into the saddle.

Now, so far as stopping quickly is concerned I will take my chances any day on the machine that is equipped with a heavy brake, even if it does weigh a little more, in preference to a light brake, as I have had several experiences, which might have resulted seriously were it not for the fact that I had a reliable heavy brake to depend upon, and in my opinion it would be far better for the public at large and motorcycle riders in general if all machines were equipped with powerful brakes as the foreign machines are, as I have found, and a good many others have also, that there are many times when a motorcycle has got to be stopped pretty quickly.

I trust that anybody who contemplates taking up motorcycling or who contemplates using a magneto will not take Mr. Fuller's remarks seriously, as I am sure his article must have afforded a hearty laugh to a great number of motorcycle riders. In closing I will say that I have no interest whatsoever in any motorcycle concern, and I have just written the above in justice to magnetos and to foreign machines.

Yours respectfully,

D. DESSAU.

WHAT ONE DEALER SAYS

EDITOR MOTORCYCLE ILLUSTRATED: Though I have read with much interest and amusement the discussions that have appeared in your excellent paper I have so far been content to look on and see the fun. To the wholly ill-advised article on "American vs. Foreign Motorcycles," by Mr. Fuller, am impelled to make reply lest that gentleman think he has but one opponent to his ideas, and his words carry an incorrect conviction to many who want reliable information on this subject. Having been engaged in the motorcycle business for the past six years, handling both domestic and foreign machines, am competent to speak with experience at least. The one statement made by Mr. Fuller that is apparently most correct is the early one: "I did not know much about foreign machines." Every indication of the article is that the present and not the past tense should have been used, and almost equally applicable to domestic products, judging by his quotation of weights, etc. In the phrase of Grover Cleveland, "We are confronting a condition, not a theory." Mr. Fuller is largely depending on his own unfounded theories, catalogue information or misinterpreted authority, and digresses at considerable length on what *might* occur. Motorcyclists are not interested in what *might* occur—they want facts. The world *might* come to an end, but it never has.

Regarding magnetos, this is not a discussion of what they *might* do, based on absurd theories, but what they actually *do* in service. I venture to say Mr. Fuller has never used one. On my own most-used machine during the past year I have had a Bosch high-tension magneto and have never before experienced so reliable and efficient ignition. Have had coils break down and defy location of the trouble until another was substituted; have had trouble with batteries most difficult to locate and account for, as, for instance, a broken connection in a tubular battery that would sometimes make contact and more times fail. If there should be any trouble with the magneto it can be detected in a moment by the testing spanner.

Personally I have never had but one occasion to give a single thought to my magneto, and that occupied

but a few minutes. Of my customers using magnetos have never heard of even as much as that. What man with experience has not had trouble with battery ignition? Mr. Fuller makes many absurd misstatements, due, no doubt, to inexperience and not intent, some of which I shall flatly refute as follows:

Magnetos are *not* composed of many delicate parts, and require no more accurate adjustment than the contact points of a battery ignition circuit-breaker. If a short circuit occurs in a coil it is equally as much ruined as the magneto. One is as likely to occur as the other, and both are most improbable. Can Mr. Fuller repair his short circuited coil on the road? I have seen collisions, falls and serious accidents to machines with magnetos, and have never yet seen a magneto damaged thereby.

A more ridiculous statement was never made than that a magneto does not increase the power and speed of any machine on which it is used. Every manufacturer of motorcycles or cars, and every well informed user or driver of same, will bear me out in the statement. The writer recalls a fast, long trip made in a Packard car equipped with both battery and magneto ignition, on which it was most noticeable that, when switching from batteries to magneto, the car fairly jumped ahead and ran with much greater speed. I have seen a motorcycle changed from battery to magneto and the result was the same. I sell an American motorcycle fitted with either battery or magneto, and the magneto machines are always much the faster. When Mr. Fuller attempts to put one make of machine against another I would suggest that he inform himself in regard to relative piston displacement and not talk about meaningless horsepower. One would hardly expect equal results from a machine of 26 cubic inches displacement with one of 54 inches.

Mr. Fuller says that the weight of foreign machines is due in part to the magneto. Will he better inform himself by comparing the weight of the battery coil used on an American machine with that of a magneto and learn on which side the balance of weight falls? If lightweight machines are the proper thing why have our designers increased the weight of their product 50 per cent. over what they were five years ago? An increase in weight appears in each year's models. If the single-cylinder machine is best, as Mr. Fuller would have us think, why are my sales this year about five twin cylinders to one single? Are my customers bereft of their reason?

It is not the purpose of this communication to champion the "foreign" machine, but to correct misstatements and give credit where it is due. I will be kind enough not to properly characterize Mr. Fuller's statement that "the foreign designer has absolutely no idea as to appportionment of metal." Is it better to have a possible excess of actually needed metal and never have a broken frame or fork, or is it better not to have enough to meet every demand that may be made upon them, with great danger to life and limb in case of failure?

I am a great admirer of our American designers and the magnificent results they have attained; but the foreign designers have been at this business a good many years longer than we, and from them we have yet many things to learn. This is particularly true of brakes, cushion forks, stands and luggage carriers. In design of frames and position of motors we are rapidly coming to the foreign practice, as well as in the use of magnetos, which I fully expect to see adopted as regular equipment on most American '09 motorcycles.

Very truly yours,

W. F. MANN.

AN AMATEUR BUILDER'S EXPERIENCE

IN the May issue of MOTORCYCLE ILLUSTRATED I read the article entitled "American vs. Foreign Motorcycles," and I wish to give my own experience with magneto ignition. As I am not a rider of a foreign machine, and have never owned one, I shall confine my remarks to the discussion of the magneto as compared with battery ignition on motorcycles. In the first place I wish to say I consider that I am in a position to have some ideas on the subject. I have had eight years' experience and have always built and operated motorcycles of my own make. Critics cannot accuse me, therefore, of being a "greenhorn."

Until last year all of the machines I had made used battery ignition. That was natural, as this was all there was in America up until that time. And in all my experience with batteries I have found that ignition troubles averaged about 90 per cent. of my troubles on the road. Either the batteries were weak or exhausted, the wires short-circuited, the contacts out of adjustment or pitted, or there was trouble in other quarters. I was never *absolutely sure* of my ignition. I did not know when my electrical apparatus was "going bad."

This year I put on a magneto, after hearing and reading much of this system of ignition. I profess I was doubtful at first, but I want to say right here that all of my doubts have disappeared. I never want a more reliable piece of apparatus than the magneto, and as for absorbing power, that is not so. It adds power to my machine in a manner that surprises me. My

machine will climb hills with magneto ignition it would lay down on absolutely with a battery outfit. You could not pay me now to ride a motorcycle fitted with any other ignition system than the magneto.

In conclusion I want to say I think Mr. Fuller, who wrote the article referred to, bases his conclusions on theory instead of practice. He may be a very deep student, and may know forty people studying in some technical college; but three months real experience with a magneto would teach him some things he will never learn in books, and put him in a position to criticise intelligently an ignition system which has been practically universally adopted in Europe, and in one short year has come to be acknowledged as the best and most reliable in America. If the latter statement is not so why do most of the American makers give you a magneto if you pay the extra price? They must think it is worth the extra amount charged or they would not catalogue it. And in my opinion, as one of your correspondents remarked, they will be forced by popular demand next year to give the magneto as standard equipment and make no such ridiculous charge.

Whatever has been said for and against foreign machines, there is one thing sure, and that is that many of the ideas in this year's machines are the result of foreign machines coming into this country and making us over here "sit up and take notice." I am an American, but I have had to make my own motorcycles to get just what I wanted, as I could not buy it in America. And I feel much safer with magneto ignition than I ever did with the old-fashioned and now antiquated battery ignition outfit. May the use of the magneto become universal on motorcycles, is the wish of,

Very truly yours,

H. JEHLE.

IN THE BLUE GRASS LAND

By REV. LEONARD W. DOOLAN

THERE is even more truth than poetry in Gilby Kelly's rhythmic lines:

"Ah, the grace of the lay of the bluegrass land,
A vision of beauty on every hand;
In the dip of the dales and the swell of the downs,
And the sweep of the pastures in meadowy gowns.
Where undulous pikes vein the verdurous scene
As ribbons of silver a mantle of green,
And ring with the beat of the roadsters' speed,
While enraptured travelers follow their lead."

These and more such sayings tell the reason why the Kentucky thoroughbred has thus far so far outclassed the steed of steel. But there are progressive folk in the Old Kentucky Home, and many a "honk! honk!" is now heard instead of the neighing of the blooded horse. Also, as with the horse, there are the best of the breeds of motorcycles, with a "plug" every now and then. Among the favorite two-wheelers are the Indian, R-S., M-M. and, latterly, the Thor, with not a few others, such as the Merkel, Yale-California and Thomas Autobi.

Viewing motorcycling from Louisville, the state's metropolis, one may say this section is yet a rich but unworked mine as to the motor "bike." Bicycles there are galore, as many in proportion to people as may be found anywhere. In this city of some 225,000 there are registered not less than 475 automobiles, most of them touring cars, but not more than a score or so of motorcycles are used. Nor is there any aggressive motorcyclists' club, though the form of one does exist.

All this is partially due to the reasons suggested above—that the horse is here holding his own, and is also partially due to the early introduction of several inferior machines. But the latter is true only in part, because for years such names as "Indian" and "R.-S." have been familiar ones here, and they generally have made good. The real reason, no doubt, is that, commercially speaking, motorcycles must always be pushed to sell, standing, as they do, midway between the auto and the wheel, and they must be pushed hard to introduce, neither of which things have ever been done here. Hence motorcycling is yet in its swaddling clothes, both in this city and state.

But there are growing pains now. The standard, high grade machines are setting the pace too well and too fast for the "Cheap Johns" to follow long, and also gentlemen, business and professional men, including the ministry, are realizing the fact that the rubber tired, tireless steed is cheapest, both first and last, compared with auto or horse. If straws show which way the wind blows we shall ere long see "leverless controls" coming in in carload lots, and at least one real live club with an annual race meet which will rival famous old Derby Day.

Particularly among the machines we note the Indian first, as it is the oldest and best known here. Then the Reading-Standard, in the hands of a good wheelman, runs a close second for popularity. Belt driven machines have fewer advocates here, but some of them are showing up in good form. This is especially true of the Marsh & Metz, with its wide belt; and the Merkels are doing good work. But, as the youngest of them all, the Thor is making a fine getaway, and is sure to give them all a "run for their money" here.

OVER THE F. A. M. ENDURANCE COURSE

By AL. BARTSCH

HAVING selected a route for the Seventh National Motorcycle Endurance and Reliability Contest, under the auspices of the Federation of American Motorcyclists, it became necessary that someone should ride over the route and make the final arrangements, therefore Secretary Henry J. Wehman, who is chairman of the contest, called for a few volunteers to make up a party for an inspection of the route.

On Friday, May 29, at 6 o'clock, at the foot of Pier 43 North River, there assembled six riders, the majority well known to most motorcyclists in New York and vicinity. They were Secretary Henry J. Wehman, on a double Curtiss; Rowland Douglas, double N. S. U.; Mich. E. Toepel, double Indian; Mr. Horn, double N. S. U.; G. C. Davies, his own make, single, and myself, a 3¼ road racing N. S. U. We were a smiling and happy group till we found that, in order to procure staterooms to rest our weary backs, someone must stand in the waiting line, 200 long. Douglas was picked and we waited one hour ere his beaming countenance showed itself in our midst. He was only able to procure two staterooms, each containing two berths, so it was left for one member to try out the floor in each.

The inner man seemed now to be the main question, and we therefore filed to the dining room, only to find the doors locked and both inside and outside jammed. When one finished his meal another was admitted to start his. Bombarding the door we gradually worked our way inside and, after eating 25 cents worth of sample portions, in which we found quantity and quality sorely lacking, we each forked over 75 cents, which I presume was the charge for occupying the chair for an hour and a half. Then we wended our way conversing mainly on the weather, which at the time looked very dubious. Passing the Highlands, however, the stars shone forth and we retired to our staterooms more content.

After spending an almost sleepless night on account of vibrations, both vocal and otherwise, we arose at 3 a. m., landing at Catskill, the dock and roads frightfully muddy, for it had just ceased raining. Pushing our machines off the boat and uncorking our whiskey bottles, which by the way contained simply gasoline, for it was necessary to empty our tanks before boarding the boat, we prepared our machines for the run we all were so anxious to make.

A TYPICAL ROAD THROUGH THE CATSKILLS

One by one we started off. And such riding! I skidded and slid a number of times, but, thanks to the low construction and low center of gravity, I was able to continue up the main street to the Commercial Hotel without a fall, and was glad to find the same open, but disappointed to think we had to wait two hours for breakfast, which, when ready, we certainly punished.

Making arrangements for the rush of June 29 we held counsel to see which would be the best move. Roads leading in all directions were deep in mud. We therefore decided to wait till noon before starting and

give the roads a good chance to dry and the sky the same show to clear.

Learning that the road from Catskill to Leeds was under "state road" construction we took the trolley to inspect the work. Leaving the trolley we boarded our private car, and while flying over the road I found that the ignition could not be turned off or short-circuited, so we all landed with our car at the roadside, stuck fast but happy. It is probable that the road will all be finished by June 30. If not the contestants will be compelled to walk short stretches, but this being at the very start they won't mind getting off on *terra firma* for the time being.

SKY WEPT HEAVY TEARS.

The sky now clouded over and sympathized with us deeply by shedding, unnecessarily, to be sure, heavy tears that forced us to take shelter till the trolley returned. Boarding same we returned to Catskill, decided to cut the short and direct route to Cairo and go by a hilly and roundabout way, which would afford us a better road surface than the ploughed up state road now under construction.

The sun shooting its long-sought-for rays over the beautiful surrounding country, we made a start. Although the roads were slightly muddy, with a little good judgment I was able to clip off a twenty mile gait for about four miles, only to find I was on the wrong road to Cairo. Hurrying back to a fork in the road I met Wehman coming back looking for the others. Just then the sun lost itself and a heavy downpour was served us with a vengeance. Jumping on our machines we opened up and flew back to Catskill, finding the rest under a shed. The rain lasted only ten minutes, and, anxious to get to any old place for a change, we started out for attempt No. 3.

Winding up through the red clay roads we made pretty good time for about five miles when we struck mud 6 inches deep, and, after ploughing into and through half of it, I had the choice of landing 50 feet below or getting my shoes muddy to the top. The latter being more agreeable and better suited to my anatomy, I walked and waited to see the rest partake of the same dose. Starting off again we had not gone two miles when our usual luck returned—rain, such rain as you never saw before. Wehman, ahead on his big double Curtiss, was beating it for all he was worth and my little 3¾, hardly a match for these odds, was pushed to the utmost. Skidding and sliding with heavenward bounds I landed in Cairo two minutes after Wehman, both soaked to the skin. One hour later Mr. Horn rode in, complaining of mud and falls too numerous to mention. It was our intention to continue to East Windham, but this being an ascent of ten miles we decided to wait for our belated comrades.

Two o'clock approached and, after partaking of dinner, we walked back two miles between showers, but found no trace of our three lost, wayward sons. Returning to Cairo again in the rain, which we were quite used to, we waited, undecided what course to pursue. The sky clouded over thick and heavy and the rain came down unmercifully. Doubting whether the sun would ever shine again we debated on hiring a wagon to cart us back to Catskill in the morning to return by boat to New York, for the roads were now 6 to 8 inches deep in a red, slimy mud, absolutely unridable, and the rain was coming down in sheets.

During the wait, Wehman and Horn fell asleep from sheer exhaustion, and I read the morning paper from New York, which, by the way, arrives in Cairo at 5 p. m. Suddenly the telephone bell rang and I heard H. J. Wehman's name being called. We all jumped to the telephone. Had our "babes in the woods" been found? Yes, one of 'em. Davies had hit a sharp rock during one of his aerial flights and cut a 2-inch hole in his tire. Being all alone and the rain pouring so hard, it was impossible to fix same; so he met a farmer who drove him to Catskill for two dollars, and he was making the rounds of the hotels at Cairo by telephone trying to locate us.

There being no train to Cairo, and the last to leave for Catskill being due in 15 minutes, we made some hurried inquiries, and, surprise upon surprise, we found a *real sensible* man. Who? The baggage clerk on the Catskill Mountains Railroad. We flew to the station to see if they'd carry our machines to Catskill, and at how much extra. Six men couldn't decide how much to soak us, not considering we had been soaked all day by rain, till the "Sensible Man" spoke up and said: "How much do they weigh?" We, being up to snuff, said: "Not quite 150 pounds." So he said: "Why, they are only bicycles; they go free." Wehman almost fainted, and I had to almost drag him back to the hotel, where we ran our machines out, lifted them into the train and, in three-quarters of an hour, we were in Catskill once more. There is no "2 cents a mile" law up there, for the trip of ten miles cost us $1 each. But we were happy; we found a "sensible man" and we were in Catskill once more, soaked again. But a few games of pinochle put us to rights and we went to bed, wondering where the two lost sons of federation were.

WE SALUTE OLD SOL.

Sunday morning—it seemed at the same instant—we found ourselves hanging out of the windows of our rooms saluting the sun, for there he was in all his splendor surrounded by the blue canopy of heaven. At last we would get to New York! Eating our breakfast with light hearts, and our minds elevated by

thoughts sublime, we looked over our mounts and made ready to start.

Wehman's tire was flat, as was Davies's. Both the N. S. U.'s, Horn's Big 6 and my little 3¼ were ready for the fray, when Horn found that, instead of a punctured tire, a hole had found itself into his pocketbook, occupying more space than the long green, whereupon he decided wisely that the chances of falling (of which he already had several) and breaking the machine would cost more to ship back than a wait for the evening boat.

So Wehman, Davies and myself left in order for Saugerties (commonly known as "Sausages"), the roads to Cairo, Windham and Haines Falls being now unridable. Not out of the town a half mile, and while making a flying dash through a 6 inch deep mud hole, my machine hit a derelict and I was shot heavenward and longitudinally for about 20 feet. When I landed I was in an oblique position and the mud still occupying the road, slipped, and down we went, machine and myself tangled in a knot. I never saw such a position advertised in a newspaper. Picking myself and machine up I surveyed the damage.

The magneto cover for protecting the commutator was smashed, but the workings were intact; the pedal and crank bent against the pulley; the V belt rim flattened out for about a foot, and that seemed to be all. I had expected much more, for the crash was loud and, from personal feeling, hard. With the aid of the big wrench which is supplied in tool kit I was able to straighten out the crank by hammering, and after patching up outside damage, tried the motor for internal injuries. There were none, so after half an hour's delay I started off. One mile out I met Davies walking down a big hill. I dismounted to find that his tire wouldn't hold and "he wouldn't take the chances over those roads." I didn't blame him, after riding three or four miles. Such roads! Mud, mud, rocks, boulders, water and hills. After riding an hour and covering eleven miles I met Wehman at the foot of a big hill, 8 inches deep in mud. So, peeling off our coats, I helped him up and then he came back and helped push my N. S. U. If there had been a boy with the usual "get a horse" there certainly would have been murder committed.

RETARDED IGNITION AND LOTS OF THROTTLE.

It seemed as though there might be more of this work, so we threw away all excess baggage and tied our coats on the bars and away we crawled. It was a case of retarded ignition and lots of throttle and, thanks to the design of the Curtiss and N. S. U., we were able to have high speed motors with strength to suit conditions by lifting our exhaust valves slightly and not interfering with the ignition and speed of the explosions, thus affording a more steady pull in the mud.

We both had magneto ignition, which afforded easy starting motors, a luxury appreciated when it was necessary to dismount in the middle of a hill to ford a washout; and how we both wished for a N. S. U. 2-speed gear! Wehman used one last year and I also have had the pleasure derived from them. I might add that machines so equipped (2-speed gears) will afford satisfaction unlooked for during the entire endurance contest. The stiff and short hills of the Catskills and the sandy roads of north Long Island make their use almost a necessity.

WEHMAN FINDS A BLACKSMITH.

On account of the 3 to 1 gear, which is very high for the Catskill region and the numerous resorts to pedaling on account of mud, Wehman broke his pedal at the beginning of a quarter mile mire lake. We found a blacksmith who, like all the people throughout our tour, was very kind and obliging and riveted the pedal shaft on the crank, which put us on our way again.

The road was slightly better now, as the sun had dried up some of the less muddy patches only to leave hard and deep ruts, into one of which I went and landed on a grassy 5-foot embankment, unharmed. Arising again we soon rode into Saugerties. Walking the main street, on account of the mud, we were now back on the endurance course. Reaching Partition street we were able to mount and, downgrade, turned right across the bridge and uphill, not too fast, to right over the first piece of state road. My, oh my, what a treat. After two hours of the grandest shaking up, mud-slopping and weight-pushing, you can imagine where we had our levers. My carbureter drew in a breath of that intoxicating liquor which is to a motor the elixir of life, sprayed it with the exact amount of air through the inlet valve and the ecstatic draft compressed, fired, expanded, exploded. I never thought my motor would treat me so good after the punishment I had put it through. Twelve miles more and we soon landed in Kingston, thirty minutes after arriving in Saugerties. Here we made arrangements at the Central Garage, corner of Broadway and Albany avenue, the arc which you enter for control, and continued down Broadway to the Strand, left turn and brick pavement; then a block or two to ferry, which is no more or less than a flat boat pulled by a chain from one side to the other of Rondout Creek.

At the ferry we learned that Toepel and Douglas were only a half hour ahead, much to our surprise, and after getting a start up the steep incline from ferry to right we sailed along over fair roads and came across "the two lost in the woods babes" admiring the beau-

tiful scenery, an enjoyable pastime I had forgotten on account of the necessity of keeping the roadbed under close scrutiny.

Wehman and I continued to ride to make arrangements straight ahead over good roads to Ulster Park, Esopus to Highland, where you swing on brick pavement and follow trolley to left one block, then right, and continued through Milton, Marlborough, avoiding left turn north of cemetery; continued along west side of cemetery, and two miles beyond turned left around brick schoolhouse and gradually curved right to the Bohnville Tree (a landmark). At crossroads we took the road to Southeast, down easy hill (don't follow trolley), one block down turned right into Grand avenue, straight ahead to North Water street, following trolley tracks down hill to Grand street and straight then to Broadway to right to Mason's garage. The balance of the run to New York is beautiful, fine roads all the way excepting short stretch from Suffern to Nyack, which is sandy, rough and hilly.

At Newburgh I left Wehman, Toepel and Douglas, having not arrived as yet, and, the three deciding to take the boat, I oiled up the machine, gave the bedraggled looking but faithful motorcycle a drink of gasoline and started off for the final spurt of seventy-one miles to home. At Vail's gate I noticed in the southwest a big, black thunderstorm approaching, and having had enough experience in rain riding I determined to beat the storm out and cross its path before it overtook me. I therefore quickly cast aside all speed laws and let it out, and the satisfaction the motor afforded me was complete. I escaped the storm and finished the entire run without engine or tire trouble of any sort.

"OUR PRIVATE CAR"
CENTER ARCH OF OLD LEEDS BRIDGE

CATSKILL RIVER WATERFALLS
BRIDGE, AFTER 2,900-FOOT FALL

The last seventy-one miles consisted of beautiful and winding state roads, with the exception of eight miles of roughness, and were covered in the surprising time of two hours and twenty minutes.

Every one of the party is back in New York, sore but satisfied, and on account of the extreme conditions have organized ourselves into a club—"The Mudhawks"—with "Punk" Horn, president; "Bunk" Davies, captain, and Toepel, Douglas, Wehman and myself honorary members.

F. A. M. ENDURANCE RUN

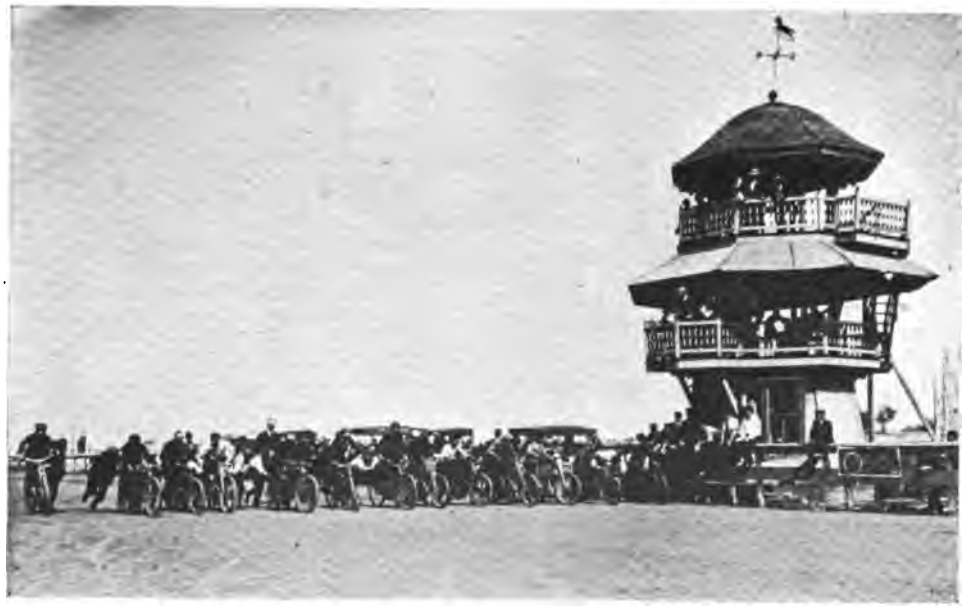
How to Cover the Course. Complete Directions. Entries Close June 22d. For Complete Rules Write Henry J. Wehman, 84 Nassau St., New York

TAKE Catskill Evening Line, foot Christopher street, New York, Pier 43, boat leaving at 6 p.m. Fare is $1.25 and $1 for stateroom, which has two berths. Gasoline must be removed from tanks. Boat lands at Catskill, landing at about 3.30 the next morning. Mounting your machine you ride straight out Main street, following trolley car tracks, on macadam road which changes to cobblestone then to brick pavement; at the end of brick pavement and the corner of Main and Church streets is the start—Bell's Commercial Hotel, three-quarters of a mile from the landing. Those who arrive before the final day can find accommodations for F. A. M. riders, for bed and meals, at the very low rate of 50 cents each. The final start, 6 a. m., you follow the trolley out Main street, turning to the right after crossing under railroad bridge and follow tracks to Leeds, crossing the Old Leeds Bridge, two miles out; take left fork through South Cairo (this road is now under state road construction, and it may be necessary to walk short distances till the new macadam is reached); continue to Cairo through Main street, ten miles from Catskill, taking left fork at end of street, crossing iron bridge, and again take left fork, continuing up grade to Acro, South Durham; still climbing you reach East Windham, keeping on the same road through the town, and when about three miles out take left fork at Union Society, down steep hill, crossing two bridges under which very picturesque mountain streams pass into the town of Hensonville. The necessity of a low gear, if not a 2-speed gear, will prove to be very evident as you climb over Hensonville Mountain, and after going about three miles turn left and follow same road, and a short distance beyond turn right at schoolhouse, continuing on to Hunter, following same road through Hunter on to Tannersville and Haines Falls (thirty-nine miles), where there will be a control. Leaving here cross railroad and continue on about one mile beyond, where test your brakes and be ready for emergencies. If you have the luck of having two brakes have them ready, as you descend now a hill which you seldom see a duplicate of, and cross a mountain stream bridge, landing into Palenville, I hope, altogether. Continue on through Saxton to Quarryville, Kaatshan, and at hotel turn right; continue into Saugerties; turn right at Market street and cross creek up steep grade, and don't take it too fast, for you must turn short to right into Burt street, where you yell, "Thank God!", for you at last reach state road and can let her hum into Kingston on Albany avenue, taking left fork to Broadway, and on lefthand corner you check and fill up at the Central garage (seventy miles); follow trolley tracks down Broadway to end, then left to ferry, 5 cents across ferry, and then steep grade, turning to right through Port Ewen, straight ahead to Ulster Park, Esopus, through West Park, crossing railroad tracks on to Highland; turn left on brick street one block, then right, and follow telegraph poles to Oakes, Milton, Marlboro; out Main street turn right and around the Cedar Hill Cemetery to Middle Hope continue and turn left at shop to Balmville direct to Newburgh Court House, through Liberty street, turn right to Broadway to Mason's garage (control, 103 miles); two streets up Broadway turn left to end of street, then right on trolley tracks over bridge to Vail's gate, turning left at brick hotel, with Eagle Hotel on right, down winding hill under railroad bridge over stream to Orr's Mills, over winding road to Mountainville, Woodbury Station, Highland Mills, Central Valley (be careful *not* to take left fork where sign reads at foot of hill, "Cornwall garage"). Straight on and cross railroad tracks at Arden; keep parallel with

tracks to Southfield over the beautiful and winding roads to Tuxedo. Be careful of the sharp and dangerous turns around which automobiles enjoy racing, and when you arrive at Tuxedo Park gate, on your right, be careful of speed trap till out of the town; continue straight on winding road cross tracks and up a short grade to right, and, bearing left again, along railroad tracks to Suffern. Do not cross tracks at Suffern, but continue on left fork over rough, sandy roads to and through Talmans, Monsey, Spring Valley. After crossing bridge turn left through Nanuet, Clarksville, West Nyack to Main street, Nyack (control, 152 miles), down steep hill to ferry across Hudson River to Tarrytown; up steep grade to Broadway; turn sharp right at stone church to Irvington, Dobbs Ferry, Hastings, Yonkers, on Warburton avenue, to New York, via Riverdale avenue; down Riverdale Hill to and under viaduct of subway directly down Broadway to Columbus circle, where an escort will be waiting to escort you through New York (174 miles), and if you happen to be one of the first arrivals your watch should read 6.38, making the run in 12 hours and 38 minutes. Course then is East Forty-second street ferry to Brooklyn; Bedford avenue, thence along Eastern Parkway to end, then one block to right to 1604 Bushwick avenue, where your machine will be deposited under the watchman's eye till next morning, June 30, when the run will continue over the level and easy riding roads of the south shore of Long Island we all know so well. Following the Merrick road through Freeport, Babylon, Patchogue (control, 57 miles), to and through Quogue to East Quogue (check 82 miles), turn left over road to cycle path into Riverhead (control, 89 miles); entering Riverhead turn right, passing schoolhouse and church, then turn left and cross bridge into Wading River. The road here is sandy and rolling, but a good sidepath will be found. Leave Wading River and turn right, then left at pond through Millers place, and then turn left around church to Mount Sinai; turn to your right after reaching depot and continue to Main street, Port Jefferson; ride straight out to the bay, turning left to Setauket, then turn right and follow railroad 1½ miles to Stony Brook. Here you will find some bad hills with fair roads, somewhat sandy; turn left at Stony Brook Hotel; then right and straight ahead to St. James; following straight road across railroad into Smithtown, keep on straight road to Comack, where the roads are fair and the country rolling. At Comack turn right and continue to station at East Northport; follow telegraph poles into Main street, Huntington; the road is somewhat sandy with a few hills, but from now on you have easy sailing over good macadam roads to end. Take first left turn, then turn right and cross creek at the State Fish Hatchery at Cold Springs; turn left, then right at drinking fountain; cross the Mill Pond into Roslyn (control at the Mansion House); take first right after leaving hotel, going past the town clock; follow trolley up hill; continue straight on to Manhasset; turn left up the Manhasset Hill, where the last year's hill climb was held; straight ahead to Douglaston, down hill over bridge and up hill to Bayside; continue straight ahead two miles; turn right at fork (slight bend) now called Broadway, into Flushing; turn left at the fountain on Flushing avenue to Hillside avenue, Jamaica; continue on Hillside avenue to Jamaica avenue and follow trolley into Bushwick avenue; turn right up hill to 1604 Bushwick avenue, opposite cemetery, in which I hope no one will have to take space. This is the end of the 175 mile run.

IMPORTANT NOTE

July 1st issue will contain twice as much matter as this issue. The big type fooled us We had to leave out twenty pages of important stuff from all over the country. July 1st issue will be smaller type and packed close, from cover to cover, with things from everywhere.



FINE SPORT AT POINT BREEZE

A NEW track record for the mile, a new star appearing to claim some of the honors from the older and more experienced hands in the sport of motorcycle racing—these and many other performances, some spectacular and all hotly contested, combined to make the race meet held on the Point Breeze race track at Philadelphia on May 24th, by the Philadelphia Motorcycle Club the most successful of its career. An ideal day drew a crowd of 3,000 spectators, notwithstanding the delays in the trolley service to the track, and the grandstand presented a festive array of bright colors, nearly one-quarter of the spectators being of the gentle sex.

The track was well policed, was in excellent condition, and very fast, in fact faster than ever before, and this contributed not only to the record of one minute and four-fifth seconds for the mile, but to the fast time and interesting races witnessed in all the events. Several of the fastest and most prominent motorcycle riders in America competed in the various events, and there was plenty of rivalry for the gold, silver and bronze medals offered as prizes.

Stanley T. Kellogg, of St. Louis, drove his 7-h.p. Indian over the mile course in one minute and four-fifths seconds, clipping three seconds off the track record which he made himself a year ago. This is one of the fastest miles ever registered over a circular track, and had Kellogg been able to make the last turn without cutting as wide as he did, he would have made it in less than one minute, and very close to the world's record.

In addition to establishing the new track record, Kellogg captured the ten-mile event for stock machines, finished first in the pursuit race, and second in the twenty-five mile open event, which was won by his team-mate, Walter Goerke, of Brooklyn.

L. Steinhauser is the new aspirant for racing honors and he made an excellent showing on his 3½-h.p. single-cylinder Bradley. He captured the five-mile novice event in handy style, got second place in the ten-mile stock machine race, second in the pursuit race, and finished fourth in the twenty-five mile event. The showing is the more remarkable because of the fact that Steinhauser is a novice and his Bradley a strictly stock machine.

Eleven contestants got the word in the novice event, which was won by Steinhauser. E. T. Banes, on a 3½-h.p. Excelsior, led for the first two miles, but failed to hold the pace, though he finished a good second.

There was plenty of interest in the ten-mile event for stock machines, all the stars being entered, including W. W. Wray, Jr., of Brooklyn, holder of the world's one-mile straightaway record of 44 2-5 seconds. This was a race between Wray, Kellogg and Goerke. The latter two made the pace for each other, and in this way had the advantage on the others. Wray got off in front, however, and held the lead for four miles, when his Simplex went wrong, and he was soon out of it. In the seventh mile Steinhauser took up the race with the Indian pair, and when Goerke was forced to drop out owing to a broken chain on the eighth mile, Steinhauser finished second, and T. Schultz, on a 6-h.p. Reading Standard, third. The latter claimed second place, but the bronze medal went to Steinhauser.

There were twelve starters in the pursuit race, the riders being started from different points on the track, equal distances apart. Wray had trouble with his ma-

chine again in this event and was the first to be caught and C. Aquilor was second. Seven of the contestants remained in the race until the sixth mile. A. Klein dropped out on the seventh, leaving Kellogg, Steinhauser and A. Wicknick to finish in the order named.

Kellogg and Goerke paced each other in the twenty-five-mile open event, and after Wray dropped back, owing to more trouble with his machine, Goerke took the lead and held it to the finish. With a lead of two laps, Kellogg stopped twice for gasoline and Goerke lost more than a half minute by stopping for gasoline on his twenty-third mile, but he was so far ahead that it made no difference in the result. His fastest mile was the twelfth, which was driven in 1:07 1-5. The eleventh was in 1:07 2-5, and the twentieth and last was covered in 1:07 3-5, Goerke leading at the finish by more than one mile.

L. STEINHAUSER ON HIS BRADLEY

In this event two riders gave an example of clever racing which created a great deal of interest as they circled the track, lap after lap, neither one being able to lead the other by more than a couple of wheel lengths from start to finish. N. Smith on a 6-h.p. Reading-Standard, and E. T. Banes on a 3½-h.p. Excelsior, were the riders, and by clever maneuvering the latter finished a couple of wheel lengths in the lead. As a result of this race there is a probability of a fifty-mile match being run off between the two machines in the near future.

E. T. Banes led all the way in the club championship, winning easily. Goerke made the first trial against the record, finishing in 1:04. W. W. Wray covered a mile in 1:11 1-5, and W. Bewley, on a Reading-Standard, made it in 1:11 2-5.

Frank Shaw acted as starter. Dr. T. J. Keane, Harry Slater and Charles Krause were the judges; W. R. Stroud, J. Mayo and John Moore, timers, and W. Ennis and Howard Penrose, referees. The summary:

First event, five-mile novice race, 30½ inches piston displacement—L. Steinhauser, 3½-horsepower Bradley, won; E. T. Banes, 3½-horsepower Indian, second; N. Smith, 3-horsepower Reading Standard, third; J. Rosa, 3½-horsepower Reading Standard, fourth. Time, 6:33 3-5. F. Augustine, C. D. Feitler, E. D. Dunning, T. J. Montague, J. Keating, C. Peddle and J. Mayo also started.

Second event, 10 miles, strictly stock machine race—S. T. Kellogg, 4-horsepower Indian, won; L. Steinhauser, 3½-horsepower Bradley, second; T. Shultz, 6-horsepower Reading Standard, third. Time, 12:23. E. T. Banes, A. Klein, C. D. Feitler, A. Augustine, W. Goerke, J. Benders, G. W. Reinhold, J. Mayo and W. H. Wray also started.

Third event, Australian pursuit race, 10-mile limit, 30½ cubic inches piston displacement—S. T. Kellogg, 4-horsepower Indian, won; L. Steinhauser, 3½-horsepower Bradley, second; A. Wicknick, 3½-horsepower Indian, third. Time, 12:40 2-5. J. Mulhening, Jr., A. Klein, W. Goerke, H. Lake, W. Bewley, T. Shultz and W. Wray also started.

Fourth event, 25-mile race, open to all—W. Goerke, 5-horsepower Indian, won; S. T. Kellogg, 5-horsepower Indian, second; W. Bewley, 6-horsepower Reading Standard, third; L. Steinhauser, 3½-horsepower Bradley, fourth. Time of winner, 29:52½.

Time by miles:

1	1:20 1-5	13	1:08 1-5
2	1:08 1-5	14	1:09 2-5
3	1:08	15	1:08 4-5
4	1:10	16	1:09
5	1:09 2-5	17	1:09
6	1:09 1-5	18	1:08 4-5
7	1:13 1-5	19	1:08 2-5
8	1:11 2-5	20	1:07 3-5
9	1:13	21	1:08 2-5
10	1:10	22	1:09
11	1:07 2-5	23	1:57
12	1:07 1-5	24	1:13 2-5
		25	1:07 3-5

Fifth event, five-mile club championship—E. T. Banes, 7-horsepower Indian, won; N. Smith, 6-horsepower Reading Standard, second; J. Rosa, 6-horsepower Reading Standard, third. Time, 6:04 4-5. A. Wicknick, L. J. Spingler started, but did not finish.

Sixth event, one-mile time trial to beat track record, 1:03 4-5, held by S. T. Kellogg—S. T. Kellogg, time 1:00 4-5; W. Goerke, 1:04; W. H. Wray, Jr., 1:09 2-5; W. Bewley, 1:11 2-5.

CLUB NEWS

MINNEAPOLIS, MINN., May 18.—The members of the newly organized Minneapolis Motorcycle Club made their first run yesterday, with most favorable results, despite the threatening weather.

The Minneapolis riders were joined by many St. Paul motorcyclists about 9:30 o'clock A. M., and H. S. DeLong was appointed captain. The party traversed Hennepin avenue to Lake Calhoun and went from there to Excelsior, where it was joined by a number of members who made an earlier start.

Luncheon was served at the Casino pavilion, followed by a good time. Numerous speeches were made, all of which assured an enthusiastic club membership. A. T. Stata, the president of the organization, dwelt at length on "The Uses and Abuses of Motorcycling." He spoke strongly in favor of the closing and use of mufflers when passing vehicles drawn by horses and while riding in the city. He said this would tend to make motorcycles less objectionable to many citizens who now consider them a nuisance.

After luncheon the club chartered the steamer "Victor" and made a tour of Lake Minnetonka. The return trip was made through Wayzata and Deephaven and over the new macadamized boulevard to Minneapolis.

The run was pronounced a great success and many of the riders signified their intention of becoming, not only members of the club, but "boosters" of the sport in the Twin Cities. Sunday runs are creating great enthusiasm, and it is expected the foundation for a club house will be laid before the end of the season.

A. D. Kelly, the secretary, reported a large increase in membership. The club is anxious that all desiring to become members should leave their names and addresses with any dealer, or with Mr. Kelley at 509 Hennepin avenue.

SAN DIEGO, CAL., May 5.—A successful run to Lakeside was made Sunday by a representative turnout of members of the M. C. of San Diego. A dozen people with as many motorcycles made up the party, which enjoyed the fifty-mile round trip and, incidentally, a little sport on the side at the resort on the famous two-mile track.

The outing was given under the auspices of the club, which was recently reorganized for the purpose of giving its members a chance to get in trim for the races at Lakeside next Saturday.

Tryouts of various kinds were made during the day but no special efforts were made for time. A series of informal races were held. Among these was an interesting event in which C. A. Sheppard's new two-cylinder Indian motorcycle was pitted against John Scripp's forty-horsepower Packard automobile. The motorcycle won by four seconds, the race being two miles in length, once around the track. Its time was 2:23, while that of the big machine was 2:27.

The greater portion of the day was spent on the outing. Those included in the party were Jim and John Scripps, C. A. Sheppard (captain), Turnell, Thorndike, Taylor, Urquhart, Copeland Waite, Crowe and Arnold.

SAN FRANCISCO, May 21.—The preliminary endurance run held by the San Francisco Motorcycle Club, recently, to Gilroy and return was voted a great success, and the club plans an active summer of contests, runs, etc. A committee has been appointed to investigate routes and complete plans for proposed runs and has already accomplished considerable toward this end. In the run to Gilroy the following riders finished with perfect scores: F. Karslake (Curtiss), P. J. Lavin (F. N. 4-cyl.), H. F. Meriwether (Thor), H. L. Pfeiffer (Thor), V. Guryot (Curtiss), E. J. Weinnman (Metz), E. L. Roseberry (Metz), L. F. Pierson (Indian).

The following members have been elected to membership during the past month:

J. Hoffman, 819 14th st.
H. Koshnitzki, 2970a Bush st.
G. W. Hicks, 1343 Alabama st.
Robt. Black, 475 Fair Oaks st.
H. Mokowski, 305 Elizabeth st.
M. Kresteller, 609 Buchanan st.
M. Brownstone, 643 Devisadero st.
L. Millen, 2623 Mission st
W. A. Gregory, 533 Willow av.
L. Bert, 1270 Fell st.
R. Morris, 3406½ Mission st.
L. Perry, 237 Tremont av.
Gus. Donelet, 446 Van Ness av.
A. L. Murat, 2405 Howard st.
C. Klunclaus, 2405 Howard st.
L. F. Purson, 1727 Vallejo st.
F. J. Gerrish, 506 Golden Gate av.
H. Decker, 14 Lyon st.

DENVER, COLO.—Plans are being made by the Denver Indian Motorcycle Club to construct a club house east of the city at the crest of the hill on Colfax Boulevard. Plans have been drawn for a model building of convenience and comfort, and when completed it will be one of the finest motorcycle club headquarters in the middle West.

The club, which was organized only a short time ago, has already enrolled 175 members and has raised over $500 toward its project. Thomas S. Cox is president, Walter E. Johnson secretary, and J. Howard Tanquary is treasurer. D. E. Cassaday is captain of the "twin motorcycle squad" and Louis Schaefer is captain of the "single motorcycle brigade."

LOS ANGELES, May 19.—Saturday afternoon, June 27, has been chosen by the Los Angeles Motorcycle Club as the date of its next big racing event at Agricultural Park. A successful meet has been assured and a large crowd will be in attendance, as all the people will be traveling toward the beach resorts to spend the Fourth of July. The plans are well under way and will be perfected in a short time. Many racing machines have been brought to the city since the race meet in February, and many records are again liable to go by the board. The Agricultural Park track is now in excellent condition and very speedy.

THE Scranton (Pa.) Motorcycle Club is progressing since its organization on April 8. New members are being enrolled at every meeting. The club started out with sixteen charter members and every indication points to a successful organization. The officers of the club are: President, Jos. Woelkers; vice-president, Harry Brenton; captains, Henry Billman, Seth J. Rawling. Several runs have been scheduled for the summer and many a good time is assured. The boys are very enthusiastic for its success. The colors adopted by the club are orange and blue, in a flag designed to hang on the wheel with the letters S. M. C. C.

THE motorcycling members of the National Cycling Club of Council Bluffs, Iowa, numbering about a dozen, have organized and will be known as the "Light Brigade," after the machines which they ride. Regular weekly runs will be made with the Cycling Club, with W. F. Maus as captain. The wheelmen will receive a three-hour start over the motorcyclists in order to give the pedalers a chance to finish the run at the same time.

BALTIMORE, MD., May 11.—The Royal Motorcycle Club has been organized, composed largely of riders of the Royal. An active summer is planned, with club runs every Sunday, races, etc. The officers are: George Louis, captain; Harry Louis, color bearer; E. C. Briggeman, secretary, and Messrs. Martin, Frank J. McCloskey, J. Velte, William Martell and Fred Schlimme Board of Governors.

CHICAGO, May 25.—The Chicago M. C. yesterday held the largest club run of its existence. Fully seventy-five machines turned out for the trip to Libertyville. The attraction was the club race-meet on the Libertyville track, and this brought out not only 75 per cent. of the club members, but also riders from out of town, among them John R. Ball, of Milwaukee.

MINNEAPOLIS, MINN., May 26.—The recent lifting of the lid in Minneapolis which has heretofore prohibited motorcycles on any of the boulevards or cycle paths, has given the enthusiasts new life and they are now trying to make up for lost time. The St. Paul boys will have to wake up or they will no longer be able to hold the record as to number of riders.

HARTFORD, CONN., May 6.—For the purpose of adopting a constitution and by-laws the newly organized Hartford Motorcycle Club held a meeting Friday evening. The officers of the club are: President, Perrin B. Whitney; vice-president, George A. Snow; secretary-treasurer, George W. Baker; captain, Louis S. Rockwell.

WAYNE, PA., May 18.—Students of St. Luke's School have organized a motorcycle club with these officers: President, R. H. Huntley; vice-president, E. V. Armstrong; secretary and treasurer, L. M. Armstrong. Other members are: W. Coit, W. Moore, Donald Light, G. B. Anderson, W. Fotterall, John I. Mayer and M. Hawkins.

NEWARK, N. J., May 23.—About a dozen members of the New Jersey Motorcycle Club made the run to Hackettstown last Sunday. This run took in the climb up Schooley's Mountain, which was made with but very little difficulty by a majority of the members.

SCRANTON, PA., May 21.—The Scranton Motorcycle Club had a most successful run last Sunday. It is the intention of the club to hold these runs each Sunday and all motorcyclists in the city are invited to attend.

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F. P. PRIAL

LEROY COOK - - - - - - - *Editor*

Advertising

L. H. CORNISH WILLIAM R. SHANNON

TWICE A MONTH NOW

STARTING July 1st MOTORCYCLE ILLUSTRATED will become a semi-monthly. It will appear promptly and positively on the 1st and 15th of each month, and the subscription price will remain the same, that is, $1.00 a year for home subscriptions and $2.00 a year for foreign subscriptions. Since announcing that MOTORCYCLE ILLUSTRATED will become a semi-monthly, we have had no doubt as to the result of this more frequent issuance of the paper. So many people have written to applaud this idea that we are now certain we are right. Before we merely "thought so." A monthly is too slow—too slow for the reader, too slow for the advertiser. If a monthly is any good at all it will seem ages between the receipt of one copy and another; but if it is even fairly good it will be welcomed twice a month. With motorcycling expanding with such reasonable rapidity we feel that the twice-a-month proposition is the correct one.

BURIED FOREVER

WE wind up in this issue that ancient and hoary discussion entitled "American vs. Foreign Machines." At least we hope it is wound up. We devote several pages to the matter. Of course Mr. Fuller is entitled to a reply, but we shall beg him to please not make one. After reading the Replies to Fuller you may think that he is not an intelligent young man. That would be a mistake, for he is. It all simply means that no two men see just exactly alike. Mr. Fuller saw one side of the question, and presented it, and drew on the deluge published in this issue. In any event we hope that the matter is finally closed. While this long drawn out controversy may have accomplished considerable good it has also worked considerable hurt to certain people, and has certainly handicapped MOTORCYCLE ILLUSTRATED. It has made enemies for the paper. Now, we do do not want enemies; we want friends. But to secure a large, wide clientele of supporters we would not dodge an issue or a principle. On all questions of that kind MOTORCYCLE ILLUSTRATED will take a positive stand. At the same time all must realize that a maker of motorcycles or motorcycle parts must be left to largely work out his own salvation in his own way. It is very much like using a bludgeon to say that this is no good or that that is the best. Such a dictum is not the opinion of all. The final verdict of goodness or badness must come from the people—the consumer, and you may make sure that the makers and sellers will readily learn this without any one using the big stick.

THE JUNE ISSUE

THIS is the June issue. Of course it is not a wonder. Wonders cannot be accomplished in a fortnight. However, there is a new cover, a new dress and much new business. While the paper may not strike you as "strong," yet perhaps it is an improvement over MOTORCYCLE ILLUSTRATED as you used to know it. The June number, however, is only but a step forward. We have laid plans to produce a broad, representative paper, and we feel that we shall accomplish that. It will be all the easier because of the really wonderful encouragement that has been held out to us. From all parts of America scores of letters have been received. The tenor of these runs largely as follows: First: "Motorcycling needs a good, clean, independent paper, and we trust you will give it to us." Secondly: Many letters have been received from old friends—friends of years' standing. These have been deeply appreciated, so much so that we cannot talk about them in print. But it all seems to indicate that it should not be over-difficult to make a success.

THE July 1st issue will be full of good things—interesting things. If you are only a casual reader place your order with your newsdealer *now.* Tell the dealer he can get the July 1st issue from his news company. *It is returnable.* He must place his order by June 25th. If he is a live man will you please ask him to order three or five copies, depending on his size, and have him place them on sale?

READ the "Pleasure Trip Over the F. A. M. Endurance Course." It's good, very good. Not of classic construction, and needing a comma or two. But it's the stuff.

NEW YORK CLUB'S SPRING RUNS

By EARLE L. OVINGTON

ON Sunday morning, May 10, at the early hour of 6 a. m., thirty-nine enthusiastic motorcyclists started on the double century run from Brooklyn to Southampton, L. I., and return. The run was the regular spring event conducted by the New York Motorcycle Club. Three hours later, that is, at 9 a. m., forty-three machines started on the single century to Patchogue.

For the first time in the history of the club the contestants were given the choice between a 200 mile, or double century, and a 100 mile or single century, run. Those who were particularly enthusiastic could take the former, while those who wished to make more of a pleasure tour out of the run than a contest could choose the latter.

It had rained for a couple of days before the contest, but, as the day of the run itself was clear, this rain only served to pack the roads down and lay the dust. There was one pretty bad spot, however. This spot was under a bridge where the sun could not reach, and there the mud was so thick that it was almost impossible to get through it. Just to see the fun I waited on the other side of this mudhole, and it was not long before a couple of fellows came by at a lively pace. They applied their brakes, but too late, and both of them measured their lengths upon the ground in the deepest part of the puddle. As they came into the Southampton control pretty late I imagine they must have spent twenty minutes or a half an hour scraping the mud off their clothing.

It seemed that the inhabitants of the villages along the route, at least the younger element, had been warned that a run was to take place. At any rate they all turned out in their Sunday clothes to give us a welcome as we passed through. Usually this welcome took the form of throwing their hats under our wheels, and of course when we stopped, either through necessity or to refresh the inner man, we were the objects of curiosity and interest. In spite of the fact that the motorcycle is known almost as well as the automobile, the former never fails to excite curiosity and attention, while the latter is almost entirely ignored. I think this is due to the fact that the motorcycle is more within the reach of the average person and he is therefore more interested in it.

Fortunately there were very few accidents, in fact, none of a serious nature, with the possible exception of the accident which befell Albert Kreuder. Fortunately the principal damage was done to his machine, while he escaped without a scratch. He was going along at well above legal rate and suddenly came upon a bridge crossing a railroad. In trying to turn the sharp corner leading to the bridge he misjudged his distance and proceeded to demonstrate what happens when an irresistible force meets an immovable body. He ploughed into the fence and succeeded in smashing up his machine pretty badly. His front fork was a wreck and when I came upon him he was busily engaged bending it back into shape with the help of a large wrench. It is a well known fact, however, that Kreud-

ALWAYS SURE OF AN AUDIENCE

"SOME JUICE, PLEASE!"

er is a pretty hard man to put out, and although his machine looked like a wreck, dinner had not been finished at Southampton before he turned up ready for a meal and a ride home. How he ever rode his machine from Southampton to Brooklyn with his fork bent into the fantastic shape I saw it in is more than I can tell. He deserves much credit for his plucky work.

On a whole the run was a big success. Eighty-two started, which is six more than started in the century run last year. Sixty-three of this eighty-two survived and won medals. A handsome silver medal was given to those who survived the double century, while a bronze medal struck from the same die was given those who survived the 100-mile run.

To the student of the development of motorcycling in America some interesting conclusions may be drawn from this contest. As the 200-mile contest contained a larger number of experienced riders I shall confine my attention to it. Furthermore, as we are principally interested in the machines that finished, I shall not consider those who did not.

Twenty-eight men finished in the 200-mile grind. Of this twenty-eight, seventeen rode foreign machines, while eleven rode American machines. Fifteen of these machines had belt transmission while eight of them had the chain drive. Five had the bevel gear shaft drive. Sixteen out of the twenty-eight used magneto ignition, while twelve used the battery system. Eleven single-cylinder machines finished, while twelve were twin cylinders and five four cylinders.

The following is a list of the men who finished in the 100 and 200-mile events and the machines they rode: Double Century—J. F. McLaughlin (6 N. S. U.), David Molin (6 N. S. U.), Carlton Kelly (6 N. S. U.), Fred Voelker (3 N. S. U.), Will Cook (6 N. S. U.), Albert Kreuder (6 N. S. U.), John Tawcett (4 N. S. U.), Earle L. Ovington (5 F. N.), David Dessau (5 F. N.), A. Everhardt (4½ F. N.), Hiram Powers (4½ F. N.), Tom Rice (4½ F. N.), Frank P. Baker (5 Indian), George Groning (2¾ Indian), M. T. Sullivan (Indian tri-car), George Ruck (1¾ Indian), A. Mowatt (3 R. S.), H. Senior (3 R. S.), D. Patterson 3¼ M. M.), C. Voight (3½ M. M.), C. Libby and R. A. Pickens (6 M. M.), Fred Littlefield (5 Vindec), F. W. Horenberger (5 Vindec), R. Starkweather (3 Light), W. H. Wray, Jr. (7 Peugeot), A. H. Sicard (3 Thor), H. Van Wyck (Brenebor), A. Swidorski (3 Styria).

Single Century—Eugene Kicherer (3½ N. S. U.), F. E. Dalton (6 N. S. U.), Leo Schwarz (3 N. S. U.), Will Thorman (3½ N. S. U.), A. O. Viereck (3¾ N. S. U.), R. S. Morton (5 Indian), J. M. Shores (1¾ Indian), George Gifford (3½ Indian), F. Mercier (Indian tri-car), R. Braisner (Indian tri-car), Albert Kurchuber (2¾ Indian), Perry Deyo (3¾ Indian), Oscar Johnson (2¾ Indian), Philip Glorins (2¾ Indian), Walter Borst (2¾ Indian), J. P. Thornley (3½ Indian), Irving Davis (3½ M-M.), C. P. Rogers (3½ M-M.), J. McKeevar (3½ M-M.), George P. Jenkins (3½ M-M.), M. J. Parker (3½ M-M.), Joseph Sheehan (3½ M-M.), Arthur Titus (3½ M-M), W. Erath (3 Linden), Harold Fletcher (3 Linden), J. Constant (3 R-S.), J. Brown (3 Linden), Roland Moore (4½ F. N.), Henry J. Wehman (3 Curtiss), J. Frederick (5 Sarolea), George V. Lyons (8 Minerva), W. Finley (3 Merkel), Arthur T. Bendix (5 Griffon).

IF you can teach your fellow motorcyclist anything do so. Send it to us, any little kink or hint, and we will print it. Send us helpful stuff.

Detroit Has Woman Motorcyclist

THE unique distinction of being the only woman motorcyclist between New York and San Francisco is claimed for Mrs. H. G. Smith, of 574 Putnam ave., Detroit, Mich., wife of the president of the Detroit M. C. Mr. Smith has been an ardent motorcyclist for some time, and last summer took Mrs. Smith with him on a fifteen-day run over hills, rocky roads and through peaceful valleys between Detroit and Bayport. When she returned from one of the finest vacation trips imaginable she was not only a thorough convert to the motorcycle, but decided that instead of merely being a passenger on the rear seat she would handle the levers and brakes herself. Three months ago she received her new machine, has now thoroughly mastered its mechanism, and accompanied the Detroit M. C. on its recent run to Cass Lake and return.

Gentle Animal Disturbed

GOING at full speed and with all the racket that attends it, a motorcycle frightened an old horse driven by John Wise, a farmer, Monday afternoon, near the Catholic Church, causing it to run away. The animal is very old and always held a reputation for being extremely gentle; but the infernal machine was too much for its slow-going ways, so it kicked up its heels, broke the dashboard and, jerking the lines from the driver's hands, started west at a pace that would have made Nancy Hanks envious. After running until exhausted the animal stopped on the other side of Shinkle street. All this happened on May 12 at Findlay, Ohio.

Runs Away With Chief

THE recent unhappy experience of Tuxedo Park's chief of police was responsible for many broad grins by members of the aristocratic summer residents of the park. The chief, with an eye to curbing the speeding proclivities of the automobile set, purchased a motorcycle that was guaranteed to run like the dickens. And it did, too, the first time the chief took the road. Accidentally pressing the wrong gadget or something, the thing bounded away like a stung deer. Not seeing anything soft to hit, the chief accompanied the motorcycle out of town at a mad gait, traveling much farther than the eye can reach at a rate that simply tore the lining out of the speed law. When the thing had finally been stopped, and the chief came back, he was promptly arrested by one of his own men and haled before Judge Pierre Lorillard. After a most searching examination the chief was discharged with a sharp admonition.

A Boy Builder

MOLINE, ILL.—That the students in the manual training department of the high school can make articles which are practical and as good as are made in factories was clearly demonstrated yesterday when Clayburn Johnson tried out a motorcycle which he has been working on since last Christmas. Under the direction of Professor Dickinson, of the manual training department, Clayburn commenced building a gasoline motor to be used in propelling a bicycle. Yesterday he completed the engine and Mr. Dickinson took off the engine on his wheel and installed the home-made machine, which was then tried out. It propelled the bicycle along at a rate of thirty-five miles an hour, and climbed hills and performed all other feats that the modern motorcycle will do. The motor was again taken off the wheel and attached to a bicycle frame which Clayburn has purchased for that use and soon he will have a motorcycle of his own.

Reward for R. S. 422

INTENDING purchasers of second-hand motorcycles will do well to look twice for number 422 Reading-Standard, Model A, 1908. On behalf of Frank Haneschka, Sheriff E. J. Smalley, of Cheyenne, Wyo., has offered a reward for the return of this machine which was stolen some little time ago. The description is given as follows: "Reading-Standard" on both sides of tank in gold letters. Color brown, model A, 1908. No. 422 on right side of engine, on carbureter, and on compensating sprocket. Had tandem attachment on when stolen. License No. 43 on back seat. Had cyclometer on front axle, registered 446 miles. Connection on sparker was broken, and wire was wrapped around set screw between two jamb nuts. Some spokes in rear wheel slightly bent near hub.

New Jersey's New Rule

TRENTON, N. J., May 15.—State Motor Vehicle Commissioner Smith to-day issued an order requiring identification marks to be carried by all motorcycles operated in this State, under the provisions of the amendment to the Frelinghuysen Automobile law passed by the last Legislature.

The order specifies that each motorcycle, in addition to any mark bearing the number of the registration certificate of any motorcycle, there shall be painted or otherwise displayed, not less than two inches in height, arranged perpendicularly on the rear mud guard of each motorcycle, the number of the registration certificate. The order requires that these figures shall be displayed in such a way that they shall be easily seen and read at all times.

F. A. M. PROGRAM ARRANGED

ELABORATE preparations for the entertainment of the visiting delegates to the Sixth Annual Meet of the Federation of American Motorcyclists in New York City, July 1 to 4, have been made by the F. A. M. 1908 Meet Club, an organization formed solely to promote and conduct the meet. Instead of a series of races and contests, following one right after the other, an entertainment program has been arranged that will give the visitors a varied menu of contests, dinners, pleasant runs, etc. It will be a four-day continuous performance that is planned to eclipse all previous efforts in this line.

The F. A. M. headquarters will be established at the Hotel Empire, Sixty-fourth street and Broadway, and a bureau of information maintained for all comers, open at all hours. Here the visitors will be housed when they are in the city and here they will probably get outside a few breakfasts, should there be appetites for more than a cup of strong, black coffee on the "dark, gray dawn of the morning after." At all other meal times they will be off on the road somewhere, at Roslyn, L. I., or Sea Cliff or Coney Island. In fact, such a number of "feeds" have been provided, mixed in with a "smoke fest," gymkana events, economy contest, track races, etc., that every minute of twenty hours out of twenty-four is to be pretty well accounted for each day, and it will take a long retirement into quiet and peaceful surroundings to restore the nerve and confidence of the visitors after they bid good-by to "Little Old New York" this time.

As long as daylight lasts on the first day of the meet, July 1, the delegates will spend their time in a run around Central Park, to Grant's Tomb, to Van Cortland and the Hall of Fame. They will get located at the Empire and prepare for an excursion to Coney Island in the evening. Here they will either make acquaintance or renew it with the delights that busy resort affords its visitors during the summer months. Thrills there are a-plenty at Coney, and there are a few stunts there this year that are guaranteed to be new and original.

As early as all hands can be routed out the next morning, July 2, they will be started off on another trip to the beach, on their machines this time, to take a dip in the briny, or if so preferred they may go down to Dalton's Battery Baths for a swim and see, incidentally, how the lifesavers work. At 11 o'clock a run to Roslyn, L. I., will be made, where a series of gymkana events, tilting tournaments, etc., will occupy the afternoon. After dinner at the Mansion House, Roslyn, the smoke fest will hold the boards till the "wee sma' hours." This is to be the "big noise" in the way of entertainments, and no return tickets will be sold to New York that night.

On the morning of July 3rd a fifty-mile economy contest will be held on a ten-mile circuit, with start and finish at Roslyn. In the afternoon all hands will journey to Sea Cliff, or, if arrangements fall through there, to some other nearby point, where there can be made a test of the gastronomic abilities of motorcyclists when tables are overladen with roast chicken, corn and other delicacies served a la clambake, or perhaps in the familiar "chowder" style.

In the evening will be held the business meeting of the F. A. M. at Terrace Garden, Fifty-eighth street and Lexington avenue, New York City.

The morning of the glorious Fourth the visitors will have an opportunity to rest a few hours and celebrate in fitting manner the day on which our forefathers signed the Declaration which made us freemen. At 10.30 o'clock a trolley excursion will be made to Jersey, and in the afternoon a new half-mile racetrack will be opened and motorcycling inaugurated thereon. This track is to be known as the Paterson Stadium, just outside of Paterson, N. J., and is now under construction.

A list of events has been provided which includes the F. A. M. National Amateur Championships at one, three and ten miles, and amateur, novice and professional races at two, three, five and ten miles. The program is as follows:

No. 1.—Two-mile novice, limited to 30.50 cubic inches piston displacement.

No. 2.—Five-mile amateur, private owners only; 61.0 cubic inches piston displacement.

No. 3.—Three-mile amateur, open, 30.50 cubic inches piston displacement.

No. 4.—Five-mile F. A. M. National Amateur Championship; 61.0 cubic inches piston displacement.

No. 5.—Three-mile amateur, private owners only; 30.50 cubic inches piston displacement.

No. 6.—One-mile F. A. M. National Amateur Championship; 61.0 cubic inches piston displacement.

No. 7.—Ten-mile professional; 61.0 cubic inches piston displacement; five entries necessary. Cash prizes, $30, $20, $10, with entry fees added.

No. 8.—Five-mile amateur pursuit race.

No. 9.—Ten-mile F. A. M. National Amateur Championship; 61.0 cubic inches piston displacement.

No. 10.—Five-mile amateur handicap; 61.0 cubic inches piston displacement.

TRADE

PERSONS' CHAMPION MOTOR SEAT

IT IS doubtful if there is one detail of his machine to which the experienced motorist gives more consideration than to his saddle, and it is well that this is true. In the early days of the sport, when the motor and its "fixings" often required as much time and attention as it returned in service, very little thought was spent on equipment, but now, when battalions of motorcyclists go forth for centuries, double centuries or long tours, with never a misgiving of returning on schedule time, comfort becomes the strongest element in the composition of the rider's enjoyment.

Charles A. Persons, whose principal activities are devoted to the production of high-grade saddles, has spent a season in perfecting his new Champion Seat. The key-note in the "design considerations" has been comfort, and Mr. Persons early decided that the most essential desideratum would be width. This belief was confirmed by all of his fellow-motoring friends, Earle Ovington, George Sherman and others making valuable suggestions which were borne out by the road experiences of the manufacturer. Several models were made and tested out, Mr. Persons finally selecting a top which he believes to be the first in the industry wider than it is long. Across the seating surface the top is thirteen and a quarter inches, while its length is twelve and a half inches. The skirts drop parallel and are guaranteed to keep their form, while the pommel is designed for absolute comfort as long as the rider remains on the machine. Knowing last fall that special leather would be required for these tops, Mr. Persons started his head tanner selecting heavy steer hides for the work, and some of these, weighing as much as fourteen ounces to the square foot, had been going through the long-time, old-fashioned oak bark tanning process for nearly two years. Selecting in some instances as low as one middling out of a hundred, a season's supply of this leather was stocked up and the currying and finishing carried through with unusual care, producing a soft and flexible leather absolutely free from stretch. Thus, with a top of unequaled width, weight and comfort provided for, it became important to embody in the mechanical framing, improvements adapted to give the riders the full benefit of the advantages found in the top, and to do this it was necessary to take into consideration the present construction of the many motorcycles on the market, as well as the trend of the designers for 1909. Approaching this proposition with an open mind, Mr. Persons encountered one general line of advice, which was, "get it down low." In fact, the seat-posts of the latest models of the Light, Minerva and others enter the top tubes of the frames from the rear and cannot be lifted, making essential a new type of saddle if the full advantage of the new frame and seat-post design was to be secured. The cut shows in shadow the tubes of these new frames and how low thereon it is possible to put the saddle. Also, other excellent machines, such as the Excelsior and Thor, have rear "L" posts, to drop which to their lowest positions required a saddle able to straddle the frame, and this the Champion will do.

PERSONS CHAMPION MOTOR SEAT
LENGTH 12½" WIDTH 13¼" DIVIDED THROUGHOUT TO STRADDLE FRAME. PATENT COMPOUND SPRINGS
NO FRICTION, SIDE SWAY OR SQUEAKING. — AVOID — IMITATIONS

Persons compound springs are fitted to the Champion motor seat, embodying the patented principle of a compression spring bearing upon an extension spring, each pair of springs differing from the other in size of wire, size of coil, degree of pitch and direction of action, and neither blows, vibration or rebound received by one will pass through the other to the rider. Persons bridge construction, consisting of two forged posts and a pressed steel arch, obviate the use of sleeves or guides for the posts and the resultant nuisance of noise and friction.

The front spring is bolted to the truss back of the end of the latter, while at the end of the truss and integral therewith is a stop to prevent the spring tilting upward, as has been complained of in some saddles free at this point. This permits the spring to drop under pressure, but prevents its passing its true position on the return.

The Most Important Event

of the N. Y. M. C. Hill Climb

Fort George, June 6th was Class C.

NSU

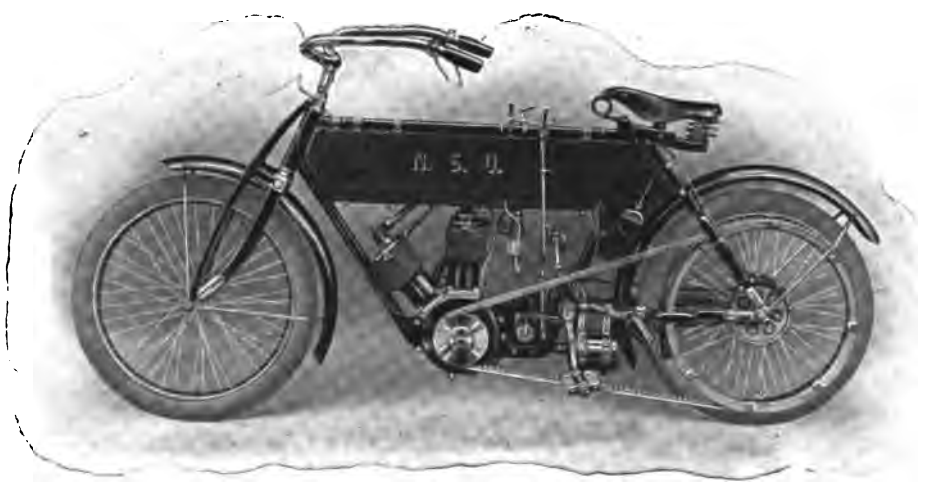
wins by 29 seconds

CLASS C. was limited to regulation stock models, not machines especially built for racing purposes. The gradient on this hill is between 8 and 14 per cent. and averaged 11 per cent. On this gradient the time made by the N. S. U. was

Equivalent to 50 Miles an Hour

This remarkable performance was made by an ordinary stock model. It demonstrates beyond a doubt that any N. S. U. machine is superior to every other motorcycle built in the world.

N. S. U. Two-Speed Gear, Shamrock-Gloria Canvas and Rubber Belts, N. S. U. Patent Belt Fasteners Peter Union Tires



N. S. U. TWIN CYLINDER, SUITABLE FOR SIDE AND FORE CAR ATTACHMENT, 4 H. P., 6½ H. P. AND 6 H. P. TYPES, FITTED WITH GIRDER FORKS

N. S. U. MOTOR COMPANY

206 WEST 76TH STREET, NEW YORK

Persons double security clamp is fitted to the Champion, and is guaranteed, as are all other parts of this model, the price of which is nine dollars.

ignition is automatically advanced and the rider has only the carbureter control to manipulate in order to speed his motor. This simplifies the control to a remarkable extent.

TOOL KIT 3"X3⅜"X13¼"
DOUBLE REINFORCED, HAND STITCHED, FLAT KEY LOCK, CAN NOT RATTLE, THREE BRACES

As a worthy companion to their Champion motorcycle saddle, the Persons Manufacturing Company, of Worcester, Mass., have produced the Tourist's Tool Kit, of greater carrying capacity than any other on the market, This new kit is made of sole leather, hand stitched, with double reinforced ends and is 3 inches by 3¼ inches by 13¼ inches long, and is fitted with three frame braces in which the nuts are so fitted that they cannot jar loose in use. This kit is capable of holding an inner tube and a considerable store of spares and tools and will be appreciated by thorough-going motorcyclists. The most striking feature, however, and a characteristic Persons production is the flat key lock, all parts of which are riveted to the leather and consequently cannot rattle, as is the case when padlocks are used. Even the lock is a "Persons special" and its duplicate is not to be found in the market. The price of this kit, with lock, is four dollars. We are advised by the Persons Company that, as they desire to put a number of these new saddles and kits out among the riders during the present season, they will make a special introductory price of eight dollars, to cover both kit and saddle, to those who remit direct to the company at Worcester.

PARTICULAR attention of both experienced and new riders is called by the Magnet Motor Company, newly established at 1400 Michigan avenue, Chicago, Ill., to the following features of the Magnet motorcycle. The machine is equipped with make-and-break magneto, which does away entirely with all ignition worry. It has extra heavy tread, 2½-inch tires, variable pulley, two band brakes, extra low saddle and self-starting stand. These are all in the equipment, not extras. Inlet valves are mechanically operated. These machines are made by the Motorenfabrik Magnet, Berlin, Germany, and two models will be handled in this country —a single of 3½ h.p. and a 5-h.p. twin. The bore and stroke of the single is 84x82 mm. and of the double 70x82 mm. The machine is particularly low, the top of the saddle being only 29 inches from the ground. All machines have a variable gear pulley which gives a change of gear ratio of 4 to 1 to 6½ to 1. A feature not usually found on foreign machines is double fork sides extending to the handlebars and making it impossible for the bars to twist on sandy or rough roads. Although the saddle is so low, the engine clearance is fully 5 inches. The wheel base is 56 inches and the tires Peter Union. The

THE Bullard Specialty Company of Springfield, Mass., are marketing a motorcycle speedometer that is attached to the handlebar operated by means of a flexible shaft and gear attached to the left side of the front wheel. By locating it in this position a very short shaft can be used (only about 22 inches long) that is practically straight.

By attaching the instrument to the handlebar it turns with it, thus bringing no strain on the shaft and avoiding a long shaft and sheath when connected to the rear wheels. When attached to the handlebar it is practically before the eyes of the rider and can be read at a glance without removing the eyes from the road.

The jar and jolting of a motorcycle is much more severe than that of an automobile, but notwithstanding this the hand is steady under all conditions of speed or road, and yet sensitive to the slightest change of speed. The instrument is pleasing in appearance, is very compact, very easy running and is fitted with ball bearings throughout, and has the fewest parts of any instrument in the market, and it is impossible to make better.

THE performance of the N. S. U. machines entered in the two-hundred-mile run of the New York Motorcycle Club on May 10th is worthy of particular mention, as eight N. S. U. motorcycles started and eight finished without troubles of any description, and Mr. Eugene Kicherer, who rode in the two-hundred-mile division, is authority for the statement that not one of the N. S. U. riders found it necessary to even touch a screw on any of their machines.

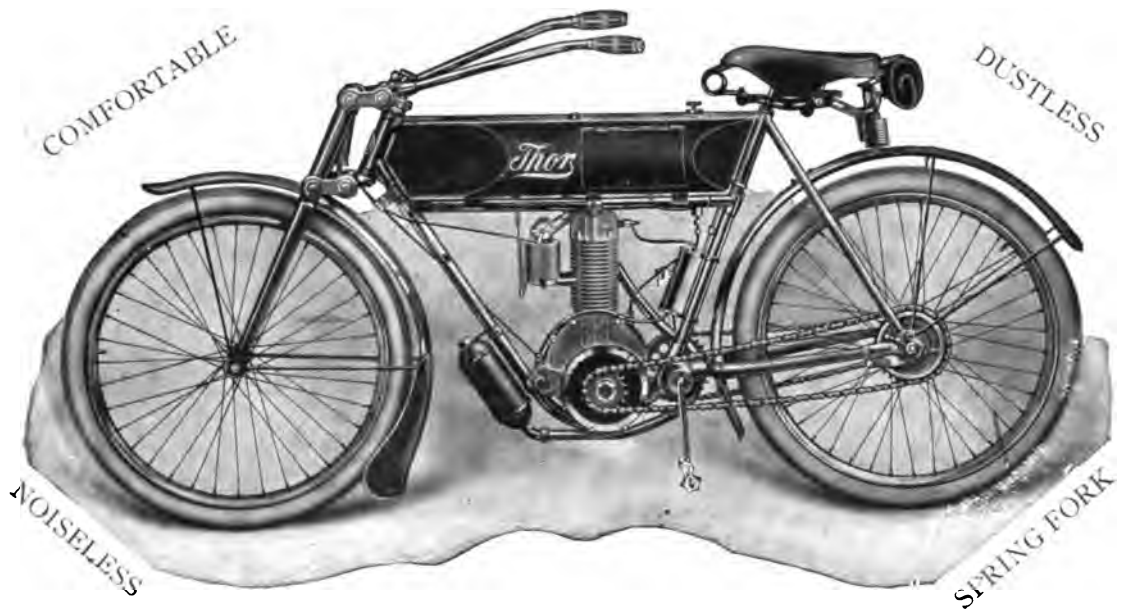
It may be of interest to motorcyclists in general to know that all the N. S. U. machines were equipped with the famous Shamrock Gloria belt and patent fasteners. These belts possess the ability to "stand up" under the most severe tests, and are without question one of the most reliable belts to be had.

THE Bradley Motor Company of Philadelphia are highly elated at the success of the Bradley machine at the recent Point Breeze race meet. This was a single cylinder stock machine and L. Steinhauser, its rider, was practically a novice at the racing game. He made the running time in most of his events, won the five mile novice, was second in the ten mile pursuit race, second in the ten mile for stock machines and fourth in the twenty-five mile open.

Thor MOTORCYCLES ARE SUPREME

Mechanically and Economically

This name is the *strongest* guarantee a Motorcycle can have.
It stands for POWER,, DURABILITY, EFFICIENCY AND ECONOMY.
It stands for THE HIGHEST GRADE WORKMANSHIP AND MATERIAL.
It stands for RELIABILITY, LONG SERVICE AND LOW COST FOR MAINTENANCE.
It stands for THE MOST APPROVED DESIGN—FAR IN ADVANCE OF ALL COMPETITORS.
In short, it stands for absolutely the *BEST MOTORCYCLE* yet produced in this or any other country.
GEARED TRANSMISSION. INVISIBLE GRIP CONTROL.



Thor Model "8-B" Motorcycle

Several other Models—single and twin cylinders

Dealers who have taken the Thor Agency report phenomenal increase in sales

Aurora Automatic Machinery Co.

MANUFACTURERS OF

Thor **Motorcycles, Gasoline Motors, Automobile Engines, Coaster Brakes, Hubs, Etc.**

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WITHIN THE FOLD

Plainfield, N. J.—Elmer D. Cutting, of West Second street, has joined the ranks of the motorcyclists and is enjoying long spins on a new 2-h.p. Indian machine.

Wappinger's Falls, N. Y.—Edward Chapman, of this village, is the owner of a brand new motorcycle and was out Saturday giving it a trial. It is a handsome machine.

Kansas City, Mo.—There are about 225 motorcycles in this city, the owners of about 100 of which belong to the Kansas City Motorcycle Club.

Chicago, Ill.—E. L. Cline, local agent for the Armac Motor Company, of Chicago, has just sold a three and one-half horsepower machine to Rural Mail Carrier Brown, of Nappanee, who will use it on his mail route.

Grand Rapids, Mich.—While returning from a fishing expedition the tricar of Carl Esbaugh, of Grand Rapids, and Frank O. Carty, of Detroit, was struck by a Pere Marquette passenger, and Esbaugh was instantly killed. Carty was uninjured.

Chicago, Ill.—J. S. Woodsworth and F. B. Hart, of the Excelsior Supply Motorcycle Department, are in receipt of a report from the Colorado Telephone Company giving details of the installation of Excelsior motorcycles for use by linemen. According to the details, each machine saved $46 the first month and $24 the next month they were in the service.

Warsaw, N. Y.—Dr. L. M. Andrews has bought an Indian motorcycle, for use in answering hurry calls from his patients.

Bridgeport, Conn.—George H. Quinn, of State street and Colorado avenue, has recently purchased a new Indian motorcycle, and can be seen daily on his new machine.

Pekin, Ill.—Alfred Harris was down from Peoria last evening with his motorcycle. It attracted a great deal of attention. Mr. Harris is the owner of an Indian machine. There are several here who are figuring on buying one of these makes. Mr. Harris came down from Peoria last evening in 20 minutes.

Phillipsburg, Kan.—Emery Rickey is an enthusiastic motorcycle exponent and predicts that these machines will soon be an almost universal equipment for all mail carriers on R. F. D. routes.

Waltham, Mass.—W. A. F. Estes, the popular motorcyclist, while riding up Moody street about 4.30 o'clock the other afternoon, received a bad toss. He did not injure himself or the motorcycle in the mixup.

Rochester, N. Y.—Thomas H. Stack has sold his Reading Standard motorcycle to Bernard Coffey, locally known as "Barney Oldfield Coffey."

Goshen, Ind.—Ed Arch and Hal Brown, rural carriers on routes two and four out of Nappanee, have invested in motorcycles.

Buffalo, N. Y.—Jack Cunningham, captain of the police bicycle squad, will be mounted on a motor bicycle this year instead of the ordinary wheel that has been his heretofore.

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FOR SALE.—Indian Motorcycle; first class condition; for price and particulars address C. Elmer Von Eiff, Baltimore, Md.

FOR SALE—5-H.P. 1908 Vindec Special, Light Tourist Model, Magneto; extra racing pulley; not ridden over 25 miles; good reason for selling; will sacrifice. D. Dessau, 101 West 78th Street.

If YOU WERE Buying Parlor Car Seats

You wouldn't be satisfied with the discomfort of a board in a freight car, would you? You *know* you wouldn't. Then in buying a Motorcycle advertised as "first class" do not let them substitute for a Persons a saddle with a wood or metal interior. *Don't* be robbed, when, by insisting, you can get your due, the gratefulness of

$9.00 **$9.00**

PERSONS CHAMPION MOTOR SEAT
LENGTH 12½ WIDTH 13¼" DIVIDED THROUGH-OUT TO STRADDLE FRAME, PATENT COMPOUND SPRINGS
NO FRICTION, SIDE SWAY OR SQUEAKING. — AVOID — IMITATIONS

Persons' *CHAMPION* Motor Seat, now ready for 1909. Its width over all, 13 inches: has Persons Patent Bifurcated Compound Springs which will straddle the frame as shown by the dotted lines; the top tilts 10° when the springs are vertical and every piece is *guaranteed unbreakable*. It is, in *EUROPE or AMERICA*, the lowest Motor Seat, the Widest Motor Seat, the Most Comfortable and the *BEST* Motor Seat. Designed by Charles A. Persons.

The Persons Manufacturing Co., 100-110 BLOOMINGDALE ROAD WORCESTER, MASS.

Persons Tourist Tool Kit

In Inches, Three by Three and a Quarter by Thirteen and a Quarter

Put the Kleptomaniacs out of Temptation

$4.00 **$4.00**

TOOL KIT 3"X3⅜"X13¼"
DOUBLE REINFORCED, HAND STITCHED, FLAT KEY LOCK, CAN NOT RATTLE, THREE BRACES

The only Tool Kit on earth with a flat key lock

We will ship one Persons Champion Motorcycle Saddle and one Persons Tourist Kit direct upon receipt of remittance for Eight Dollars

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MOTOR R-S CYCLES

The first and only real Mechanical Intake Valve Motorcycle made and marketed in the United States. Thousands in successful use. The only Motorcycle to climb Pike's Peak. Full of practical features and improvements.

The "R.-S." line comprises Single and Twin Cylinder Machines, Tandems, Tricycles, Tri-Cars and Delivery Vans, and represents the most value as well as the most advanced motorcycle construction.

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Makers—The Renowned Reading-Standard Bicycle

READING STANDARD Co. READING, PA. U.S.A.

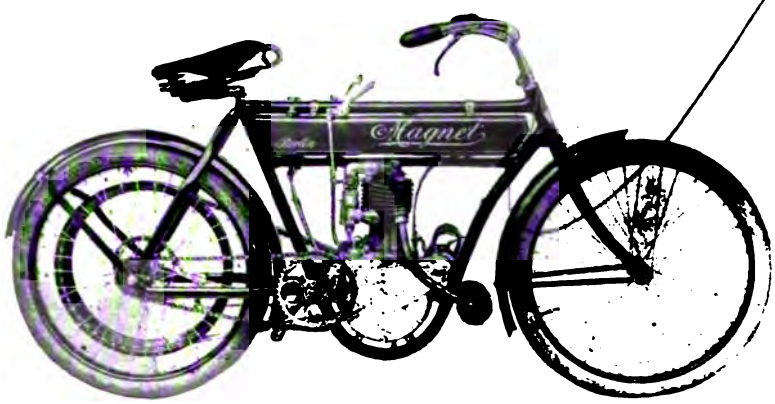
Magnet Lightweight, 2¼ H.P.

(Shown in the cut, $210.)

Magnet Touring Single, 3½ H.P.—Magnet Touring Twin, 5½ H.P.

Touring Models Have WITHOUT EXTRA CHARGE

Magneto make-and-break ignition. Variable Pulley for 1⅛" V-belt. Selfstarting Stand. Extra heavy 2½" Tires. Two powerful band brakes. Carbureter with visible gasoline level. Long wheel base and very low saddle, 30" high



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Experts say we produce the highest grade machine in the world for the money. It is 365 Days Ahead of All.
Designed for *comfort*.

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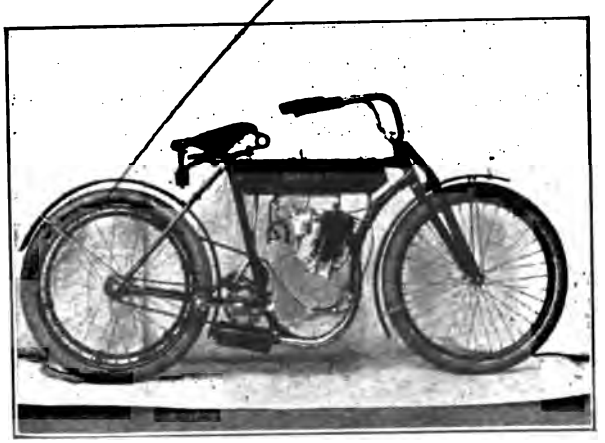

THE "BRADLEY"

A Single-Cylinder STOCK Machine made this Record at Point Breeze Races, Philadelphia, Pa., May 23, 1908

5 Mile Novice Race: L. Steinhauser, First Place
10 Mile for Stock Machines: L. Steinhauser, Second Place
10 Mile Australian Pursuit Race: L. Steinhauser, Second Place
25 Mile Open-to-All Race: L. Steinhauser, Fourth Place

The Machine You Will Eventually Ride

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OUR little pink slip saying that, after July 1st, Motorcycle Illustrated will happen twice each month, 1st and 15th, instead of only once a month, as heretofore, has been warmly received.

Many readers have sent us cards and letters saying: "That's fine; a monthly's too slow." We are glad to have the reader with us. It simplifies the scheme, makes the success of the twice-a-month idea certain.

For the advertiser the twice-a-month plan is infinitely better. In these days the memory won't carry a month. Before a man sees your ad. the second time he has already forgotten you.

And then the monthly is too limited a scheme. It don't permit you to spend the money necessary to produce a big, live, important paper. Such are the reasons for the twice-a-month plan.

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Weight 20 lbs. Speed 30 miles per hour

Convert Your Bicycle into a Motorcycle for $50.

Genuine French Clement Motors, complete with nickel plated combination gasoline and oil tank, with pump, coil, carburettor, rear belt pulley, idler, belt, levers, etc., ready to attach to any bicycle. This equipment can be attached by any novice in a very few hours. These motors will give perfect satisfaction and are guaranteed for one year. Motors can be bought separately for $25 each. Write for Catalogue.

Immediate Deliveries

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THE BELT FOR MOTORCYCLES

THE PEERLESS V BELT is a V shaped block chain encased from below by a continuous strip of raw-hide, and from above by a sectional strip of leather. Each section is fastened to a link by a bolt passing through.

1 2 3 4

1. End Cross Section of Belt. 2. Side View of Belt
3. Side of Chain Link. 4. Side Cross Section of Belt

WE CLAIM THIS BELT TO BE "PEERLESS"

Because: It cannot stretch. Its flexibility adapts it to smaller pulleys. It can be run slack, thereby avoiding excessive journal friction, and it increases the efficiency of your motor. It is noiseless. Neither water nor oil will destroy it. It will, at least, outlast two other belts, and yet sells at the low price of 75c. a foot. Is made in sizes of ¾ and ⅞ in. wide

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—THAT'S WHY HE LAUGHS—and well he may, for, the man who rides the 1908 N. S. U. will be happy and contented.

HE'LL GET THERE and HE'LL GET BACK and what's more at the time set.

There are a few fundamental points of highest merit embodied in the N. S. U. which should be considered by every purchaser, these are:

The Standing and Experience of the Manufacturer;
The Care used in Construction;
The material employed;
The Appearance;
The Power;
Price.

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To the Buyer of a 1908 Motorcycle

To Make Riding Comfortable

YOU MUST USE

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If not regularly furnished on your new mount, specify them when ordering and get them without extra charge

INSIST ON HAVING THEM!

No other Grip can take their place to avoid "THAT NUMB FEELING" in hands and wrists

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MATTSON RUBBER COMPANY
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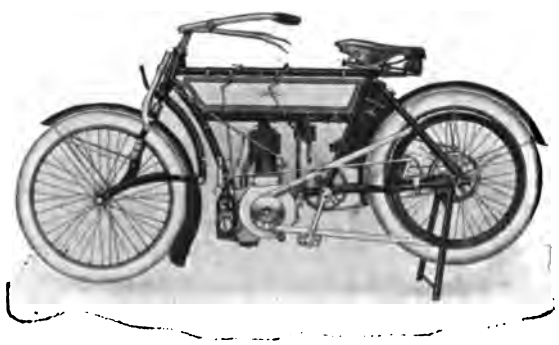
THE MOTORCYCLE OF MERIT

Received a grand total of *119 Awards* in *Reliability* and *Hill Climbing* Competitions during 1906 and 1907



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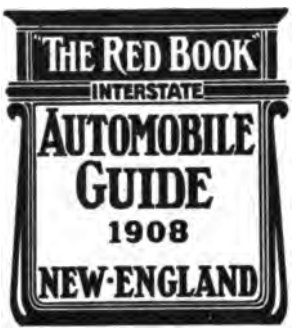

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We have the men who can do it in an expert manner.

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All kinds of experiments worked out.

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FOR SIX CONSECUTIVE YEARS?

An Indian holds the Trans-Continental Motorcycle Record. You know what you are getting when you buy an Indian

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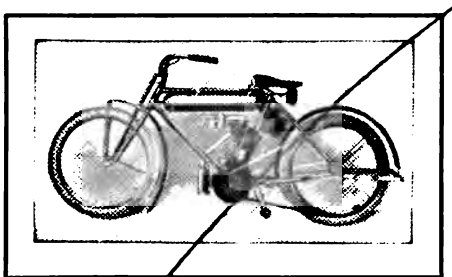

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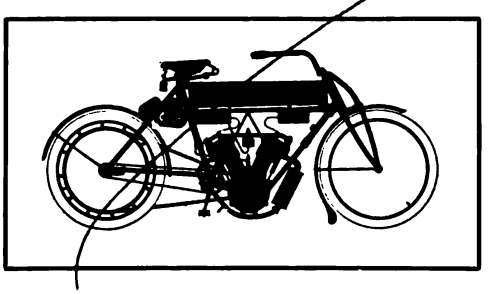

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Weight 10 ounces, 2¼ inch dial.

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SECOND HAND MOTORCYCLES $50.00 UP

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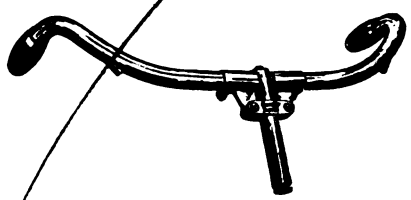

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THE C-A SPRING-HANDLE BAR CO., 1931 Broadway, New York

MESINGER "CAVALRY" MOTOR SADDLE

Free action in front suspension spring. Enables the rider to proceed at high speed over all obstructions.

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Length 12 inches, Width 10½ inches. Price $7.00.

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GOOD ENOUGH

Mch.12,1908.

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I have used your motorcycle tires for three seasons. The first two seasons I used 1 3/4", and had one puncture in all my riding, last season I used 2 1/4" tires and never had a puncture of any kind and I went wherever I wished over all kinds of roads.

They may make good tires in Europe but I have no use for them. Your tires are good enough for me.

Very truly,

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GOODRICH MOTORCYCLE TIRES

Built like an automobile tire—rides like a bicycle tire

The B. F. Goodrich Co.
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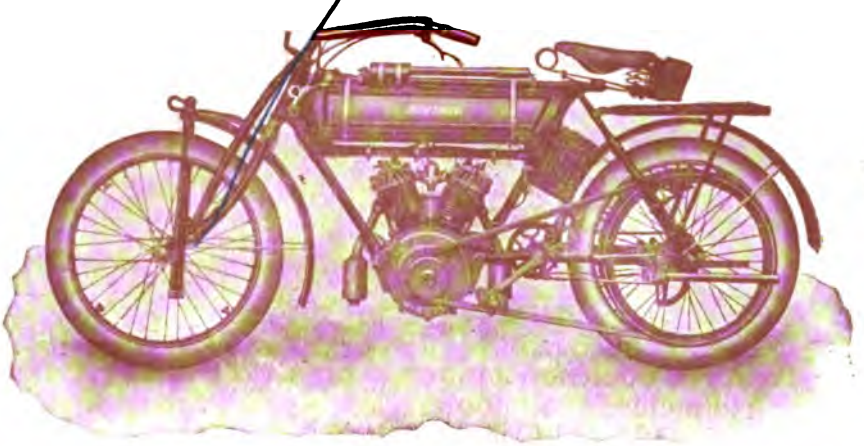

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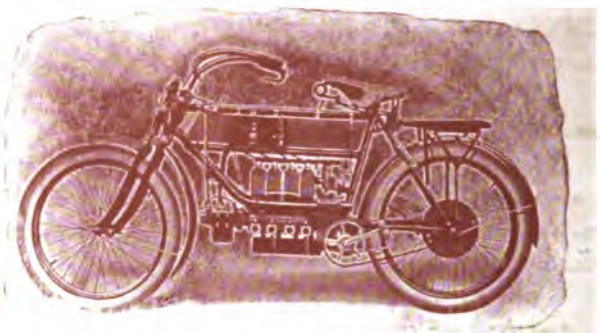
TO SEE REAL MOTORCYCLE VALUE IN THE NEW

1908½ MODEL

F·N· Big Four MOTORCYCLES



Some people do not know real value when they see it. They think that because the F. N. is the highest priced machine, its upkeep must necessarily be in proportion. And that's where they are mistaken. The four cylinder engine of the F. N. is so accurately balanced, and the machine in general so carefully made, that it is much less liable to get out of order than ordinary motorcycles. The next time you see an F. N. rider ask him whether he ever touched his shaft-drive transmission or looked into his magneto. And then just remember that in ordinary motorcycles the transmission and ignition cause most of the trouble.

"THINK IT OVER"

DEALERS: The F. N. does not compete with any machine you now handle. It appeals to a certain class of customers, and a class you cannot reach unless you sell the BIG FOUR. Had not you better investigate our proposition? We want good agents and we know how to keep them. Write us about

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TEN CENTS

MOTORCYCLE ILLUSTRATED

Vol. III No. 7

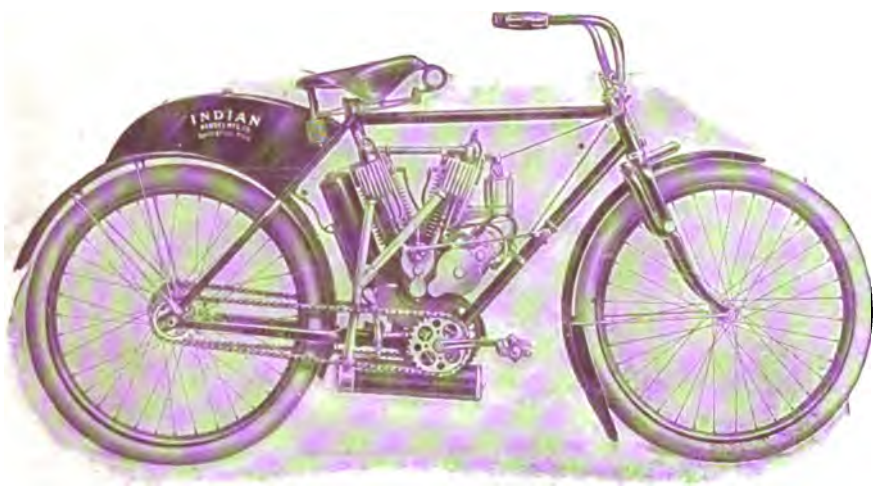
July 1, 1908

MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK

A TIME DESTROYER

THE INDIAN

GETS THERE



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ENDURANCE, RELIABILITY

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Are Made of Woven Auto Fabric

That fact alone ought to commend them to motorcyclists as superior tires, for it is but a reasonable claim that a motorcycle tire built on the same plan and out of the same material as an auto tire will stand the racket better than one built along the lines of the bicycle tire designed only for light work.

THREE OTHER STRONG POINTS:

Ease of Manipulation

Morgan & Wright Tires are made in the shape they will assume when in use, thus relieving the necessity of shaping them by hand as they are applied.

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The heavy woven fabric used exclusively in Morgan & Wright Tires reduces the danger of punctures to a minimum.

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Woven fabric tires are known to be the only kind on which repairs can be quickly and permanently made.

MORGAN & WRIGHT, DETROIT

TEN CENTS

MOTORCYCLE ILLUSTRATED

Vol. III. No. 7 July 1, 1908

PUBLISHED BY THE MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK CITY

ENDURANCE RUN 1908

FIFTEEN MEN MAKE PERFECT SCORES

Diamond Medals for Perfect Score Plus Five Points for Most Consistent Running

Class A, Private Owners, T. K. Hastings; Class B, Trade Riders, Walter Davidson

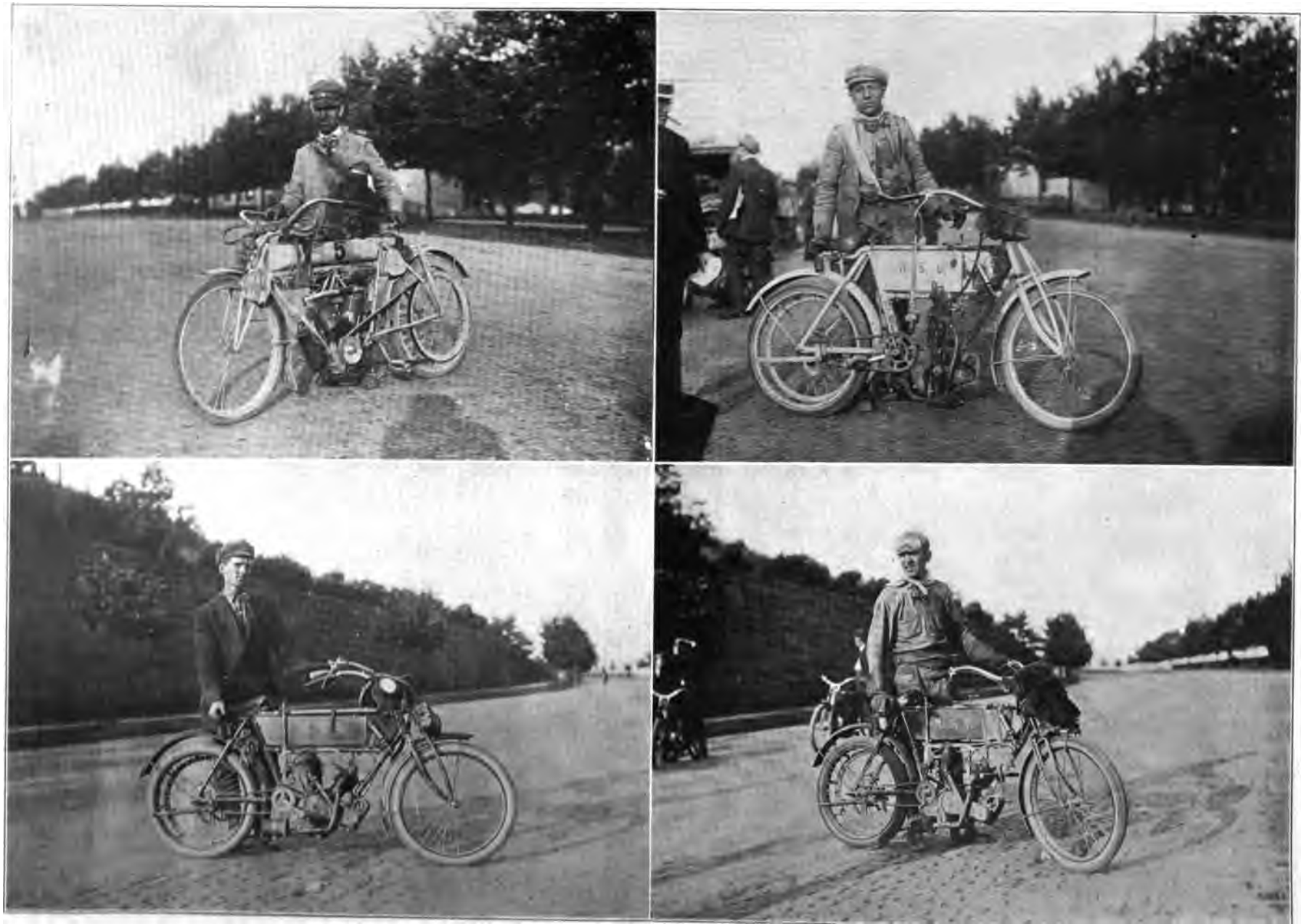
THE Endurance Run of 1908 proved a great success. These runs have been carried out now for several years past and each year the course has been lengthened and stiffened, so to speak. The course this year was from Catskill, N. Y., down the state to Nyack, via ferry to Tarrytown, and then down into New York City, finishing in front of the Hotel Empire. This represented a stretch of 174½ miles. As everyone knows, the upper part of this route is through mountainous country, and the run over this stretch is the most strenuous test of motorcycles which has ever been made. Sixty-three men started from Catskill and forty-six finished. The first man, A. G. Chapple, caught the scorer's eye at the Empire at 6.37, while the forty-sixth man was home by 7.06. Of course, you can readily see what good work was done. Simultaneously with Chapple appeared Schleicher, McLoughlin and Voelker. These four were all mounted on N. S. U.'s. Two minutes later that sturdy rider, A. D. Cook of Hammondsport, N. Y., arrived in sight; he was mounted on a Curtiss. Then came nine Indians, four Merkels, and so on down to the forty-sixth man.

After signing the score sheets the men were piloted over to Brooklyn, to Bushwick avenue, where they stored their machines for the night at Pfleiger's Motorcycle Depot. In the morning, promptly at six, they started on the second day's run. This was a stretch of 180 miles, down the south shore of Long Island to Quogue, thence across to Riverhead, Wading River, Port Jefferson and back home. This made a total journey of 354½ miles. At this writing it is impossible to learn how many started on the second day's journey, but they numbered, probably, about forty. Of these thirty-two finished, which again shows what a splendid record was made. Twenty minutes before six, which was the time fixed for the first man to pass over the finish line, the first bunch arrived in sight. The first three men home were Edward Buffum of Milwaukee, mounted on a Merkel; close behind pressed W. H. Latham of Boston, also on a Merkel, and immediately following came the redoubtable Cook, on his Curtiss. Number 4 proved to be Earle N. Ovington, on his F. N., accompanied by A. C. Chapple of the New York Motorcycle Club, mounted on a N. S. U., and J. A. Schleicher of Mount Vernon, N. Y., on a N. S. U. After a minute's interval 33, 34 and 35 came home together, like old friends just back from an afternoon's spin. They were F. W. Thomas and H. T. Roberts, both of New York City, and Walter Davidson of Milwaukee, all three mounted on Harley-Davidson machines.

And so they came on to the finish up to the thirty-third man. They threw themselves on the green sward until the scorers gave them the signal, and then crossed the finish line. The only sad feature at the finish on the second day was the arrival of William C. Chadeayne of Buffalo, riding an Auto-Bi. While going through Freeport he turned to speak to a companion and rushed into a milk wagon

CURTISS: ALBERT D. COOK, HAMMONDSPORT, N. Y.

N. S. U.: FRED VOELKER, NEW YORK CITY.



which was standing driverless in the road. He sustained a broken nose and some bad face cuts; but, being a plucky, big-hearted chap, he got himself and his machine patched up and finished the run. Perhaps his motorcycle trip from Buffalo to San Francisco had hardened him, for no tenderfoot could have performed this trick.

At this hour of writing, high noon on Thursday of July 2, no figures have been obtained about the run. As every motorcycle rider knows, an endurance run is a very complicated affair. The men have to pass certain points at a given time, and not before that time. On the run they are subjected to a hill-climbing test and also to a secret brake test. There is a score of 1,000 points, from which various deductions are made. The great honor, of course, is to make a perfect score. To achieve this reflects high credit on both the man and the machine. But, as we say, at this moment, although the contests have been finished for two days no figures have been given out. One of the score sheets is missing. Some idiot has wandered off with it and the chief scorers are hunting all over God's green earth trying to locate him.

Notwithstanding these missing figures, it may be stated that the 1908 Endurance Run was a grand success from every point of view. The number of entries was the largest ever known, and the proportion of men who finished, irrespective of their individual scores, is also the largest ever known. Besides that, it must be remembered that the run was the most strenuous ever made, especially during the first hundred miles. Trade men, riding over the course in automobiles and hovering around the Empire, and watching closely the starts and finishes, assert that the present run has demonstrated beyond a doubt that there has been marvellous advance in motorcycle reliability.

THE RUN IN DETAIL

THE course was laid over a country which afforded a fine admixture of the sweet and the bitter. Happily, the bitter was right at the start—that is, in the Catskill region. On this part of the course there were hills and mountains, and some of the men thought they were in flying machines, as they actually bounded from boulder to boulder. There was, however, one single advantage, and this was that the roads were solid, that is, rocky. On the contrary, the second day's run was laid on rather flattish Long Island, and while the absence of hills was a grateful feature, at the same time there was a maximum of sand in spots, and this made some difficult riding. On Sunday morning all the contestants arrived at the starting point at Catskill, N. Y. Some of them, particularly the Indian riders, had camped on the ground for some days previous, going over the toughest parts of the course. The majority of the riders had been made really fearsome by the reports given out as to the condition of the road from Catskill to Palenville; and indeed all around these two points the roads really were astonishing. In sections there were stretches of four to five miles that bore every appearance of having been mined and turned up by a retreating army. This feature of the run impressed the observer very much, for it afforded proof positive that the United States Army could well afford to equip its engineer corps and scouts with motorcycles. This was, indeed, a test of tests, and no warrior could possibly meet with worse conditions in the strenuous life of war.

But the manner in which the riders, with a few exceptions, negotiated this piece of road was marvellous. To get past this O. K. was to stamp both rider and machine as worthy of high praise. At this point the only accident of the first day's run occurred. Louis Steinhauser of Philadelphia, struck a large boulder, was tossed 15 feet in the air and the machine was entirely wrecked, though Steinhauser himself was but slightly injured.

The negotiation of Hensonville hill should not have been difficult to any rider in the run. Their machines were all equal to the task, but some of the riders who had had their nerves worked up to the breaking point, foolishly resorted to pedalling. The Palenville mountain was indeed a dangerous ride. Be it known that to even walk down this mountain is a dangerous enough task. So one may easily fancy what it was to cycle down. But right here the coaster brakes came into play, and it is a great testimony to their efficiency that not a single coaster brake was put out of commission in this terrific test.

After the riders had gone down Palenville the roads began to show decided improvement. Along this stretch there could be noted here and there a contestant fixing a puncture or making some slight adjustment. At Saugerties, the noble secretary of the F. A. M. was secreted in the bushes and with him was a green flag. Of course, he was there for the purpose of making the secret brake test. As a rider would come up to this point the secretary would wave the green flag, which was the signal for the rider to down brakes and come to a stop. Quite a few contestants succeeded in fulfilling all of the conditions of this test, although some of them failed because they had but one idea ,and that was to get into New York as soon as possible. But after a time some of the country boys got wise to the situation, and in the goodness of their hearts backed down the road a bit and notified each approaching rider that there was danger ahead in the person of Wehman and his green flag. The result was that the secretary had to give it up at this point and try the secret brake test elsewhere.

Coming along this part of the road the redoubtable Billy Wray, known as the "Policeman's Pet," because they always pinch him upon the slightest provocation, was met on the road. He had his machine suspended by the tracing chains to an apple tree and was trying to make it go. As the observer came up it looked like a huge ornament hung on a Christmas tree. Wray was all excitement, and his mechanical ability was fast oozing out of his finger tips. The observer suggested that he look at the carbons on the magneto and tape the wire fast. Wray did this, found it worked fine, and he started off at a speed simply wonderful.

The roads continued good until Clarksville was reached, and then came six miles of the roughest work of the entire day. The men simply leaped from boulder to boulder and were in the air half the time. Yet notwithstanding these conditions this piece was negotiated by every rider in the run with one exception. He had punctured a tire. This was followed by a fall, in which the left crank of his machine was broken. This took all the courage out of him, but, instead of going to a blacksmith and having the crank repaired, he sought a train and had himself and motorcycle carried back to a peaceful town in Connecticut. Up to this point he had a perfect score. After the riders reached Nyack the rest was easy. They crossed the ferry to Tarrytown and made for the Empire.

Entering the city, A. J. Sicard, on a Thor, and Harry Lake, on a 2¼-h.p. Light, were arrested by a policeman. These boys were picked out of a bunch. It seemed rather strange when the officer said: "Youse boys ride for the same firm." The two riders pleaded with the officer to go on with them so they could sign the checking sheets at the night control. But prayer and protest were of no vail.

G & J and Morgan & Wright Emergency Cars.

George M. Hendee Issuing Instructions.

The judge held them in $100 bail. They managed to produce $20, and this was gently taken from them and held as a guarantee for their appearance the following day at 9 a. m. But, of course, on the following day they were off on the second day of the run, did not appear and lost their $20.

Now that the run is over the contestants all agree that it was the toughest ride of its kind ever made in this country. Even the veterans subscribed to this verdict. Of course the strenuous test put on the machines taught the makers something. The fearful strain to which the machines were subjected brought out the weak points, and it is certain that those manufacturers who followed the riders in automobiles, such as Mr. Sherman of the Light Manufacturing and Foundry Company, and Messrs. Hendee and Hedstrom of the Hendee Manufacturing Company, must must have gathered up considerable information which will be of value to them in their future work.

But outside of the mechanical aspects of the affair it is certain that much depends upon the man. What is most needed in a run of this sort is a cool head and plenty of nerve. It was the reckless riders who came to grief—the men who, instead of taking the affair calmly, rushed madly along the course, hoping to gain time for repairs between one control and another, if any were needed. From observation much of the mechanical trouble came from lubricating oils of various kinds. No doubt all these oils are excellent for their purpose when one understands how to use them. But when a rider starts out with a lubricant, exhausts his stock, and then goes ahead and uses several kinds of oil, he is bound to have trouble.

The Indian people followed their riders from start to finsh in an automobile. It carried every possible requirement for emergency cases, and was also filled with all sorts of good things for the inner man. Messrs. Hendee and Hedstrom were in evidence every foot of the way and they nursed their men as tenderly as babes. The Reading Standard also had a man on the job. He went ahead of the run and arranged for gasoline and oil at the various stations. The remainder of the men took pot luck. Three tire manufacturers—the G & J, Empire and the Morgan & Wright people—were out in automobiles with a full supply of equipment and expert repairers. These did noble work and were true benefactors. As a general rule they helped a man out of trouble no matter what sort of a tire he had. At the end of the run some of the riders asked MOTORCYCLE ILLUSTRATED to give a word of thanks to the Empire people; others asked for praise for G & J, and still others for Morgan & Wright. It all depended upon the individual's point of view. No doubt all three of these tire ambulances, with their crew of tire doctors, did noble work throughout.

There were a few riders who entered this contest with the impression that they were going out on a pleasure tour, but they soon found out their mistake. Their machines were all right, but through lack of experience, or perhaps through a bit of nervous hysteria, they "fell down." If each and every contestant would write his experience of this run, and tell of the troubles he had and how he overcame them, it would make a fine piece of work.

The first day's ride left many of the machines in bad condition, and the men also felt the strain. So, when they started on the second day's run some of them did not last very long. They had started out over the beautiful roads of the south shore of Long Island with smiles of peace and contentment. The general verdict was that the second day, as compared to the first, would prove a "cinch." But as the afternoon came on and the sandy stretches loomed into sight those smiles vanished. These sandy roads afforded a great test of skill, and it is noteworthy that so many of the riders survived them. There were five or six riders using the same machine who did not finish. They had very cautiously figured out the gearing for the first day's run so as to make perfect scores on the hill climbs; but their figures failed them on the second day, for the gearing was so low that their motors were completely burned out at the end of the second day's run, and their machines were more fit for the factory repair shop than for anything else. On the contrary, a few of the wise ones, mounted on the same make of machine, came through all right. Quite a few exhaust valves of this make, and of another prominent make, were burned out and broken in the first day's run.

The run proves beyond peradventure that ignition for motorcycles has been given careful attention in the 1908 models. Both the magneto and the battery machines were successful, and there was no trouble. Those who still have the idea that magnetos are troublemakers should forget it, for on this run they were given a severe test and they proved absolutely satisfactory. Not a few machines with magnetos had bad falls on the rocks, yet, in spite of this, they were all right for further business. In fact, there was less electric trouble with the magneto than with the battery machines.

As has been hinted all through this article, the Endurance Run was more of a test of the skill, pluck and strength of the riders than it was of the machines. Not a single motorcycle entered in this run was unfit for the task assigned to it. A fair example of this fact was furnished by William Bewley, on a Reading Standard. In descending a mountain his rear tire was punctured, and as he bounded from rock to rock before coming to a stop, spokes were ripped out and even the strong rear rim was twisted. Here was a problem to scare the most lionhearted. But instead of hunting up a railway station he found a blacksmith and went to work. He shaped up the rim, rebuilt the wheel and made the next control on time. The work Bewley did in a brief time would have kept an average repair man busy half a day.

The tire men expressed themselves as jubilant over the result. Mr. Githens of the G & J Tire Company, with whom this observer rode, said that never before had he realized to what abuse tires are put. He said that not a single tire in the run went to the bad through a blow-out or a broken fabric. It was a case of simon pure punctures throughout. By the bye, too much credit cannot be given to H. G. Roberts of New York, who was the champion nail and tack puller of the contest.

All in all, the run may be summed up as an entire success. Even those who followed in automobiles found it strenuous work. To get an idea of what the machines were put to, remember that a locomotive seldom runs over five hundred miles without undergoing a thorough examination by the engineer to see that all nuts, bolts, etc., are tight, and to find out if the mechanism generally is in good condition. And remember, too, that the locomotive runs on smooth steel rails. And yet these motorcycles were put though a test of over 350 miles, *not* on smooth steel rails, or over a *smooth* macadamized road, but up and down mountains, over rock-strewn paths and pushed through long stretches of sand. The comparison between the locomotive and the motorcycle is all in favor of the latter. Truly the little fellows are wonders!

Great work was done by the tire brigade. The G & J people sent on from Indianapolis Herbert Githens, their general sales manager. With him was one of the factory men, and the way those two put on the tires was wonderful. One would rip off the old tire while the other was getting on the new one, or getting out a tube, if only a tube was needed. Githens would slap it on and the assistant would pump it up and the whole operation would be over in three or four minutes. But even these slight delays were begrudged by the excited riders, and they paced up and down nervously while Githens and his assistant did the trick. But once the task was accomplished, off the rider would tear, and, strange to say, often without a word of thanks. However, this seeming ingratitude was

THOR: HUYCK, DUSELL AND SICARD.

MERKEL: BUFFUM AND LATHAM.

all due to the excitement of the occasion. It was only when they could sit down and think it all over that they would say: "Gee, but these G & J folks are corkers," and the same tribute was given to the Empire and the M. & W. people.

Perhaps the most thankful boy to receive a new tire was W. R. Kellum. He wasn't even a contestant, but was riding over the course for experience, and he got it. Along about 4 o'clock he was picked up near Huntington and was in the worse sort of trouble; but he received his new tire and fled away giving the most fervent thanks.

Just outside of Port Jefferson "Doc" Thornley broke an exhaust valve spring and he didn't have another one with him. His usual composure was nil. Every rider or automobile driver who came down the road was hailed by the doctor, who waived both his arms and shouted for help at the top of his voice. It must have taken a long time to get that new spring for "Doc" did not show up in Brooklyn until after everyone else had gone home.

One of the boys who put up an exhibition of high class riding was Russell Smith, the little Indian rider from Scarsdale, N. Y. He hadn't left the starting point on the second day more than ten minutes when he stripped his compensating gear. He had his own troubles in getting another one and it was 10.20 before he was off again for the next control. And then how the lad did go. He swept through town and village, dashed up hills and pushed through sand. In two hours he covered 82 miles to East Quogue.

One of the features of both days' riding, and one which contributed to a large extent in piling up the good scores which some achieved, was the team work among riders of the same machines. There were the Harley-Davidson riders, for instance, and the N. S. U., Thor, the first Indian crew, the Excelsior and the Merkel. Walter Davidson captained his other two riders—Thomas and Roberts—and kept them all riding together. When one suffered a puncture or a mishap the others helped him make repairs if time permitted, and all three then drove into their next control together. If the time was too short to permit of this, two of the riders would go on ahead and check in and then return to their team mate and help him. It was the same with the Merkel outfit—Joe Merkel, Buffum and Turner. Then there was Woodworth, Trumphour and Lyon, the three Chicago riders mounted on 3¼-h.p. Excelsiors, who, under Woody's direction, pursued the same tactics. Baker, Hastings and Stanley Kellogg of the Indian riders kept pretty closely together also. The N. S. U. boys stuck to each other closer than brothers, and it was from the help they derived from each other that enabled them to come through in such good shape. It wasn't necessarily in mechanical or tire troubles that they helped each other on, but in finding road directions and other matters.

ORDER OF FINISH

FIRST DAY

Starter and Place	*Machine*	*Time*
J. F. McLaughlin, New York	N. S. U	6:37
A. G. Chapple, New York City	N. S. U	6:37
J. A. Schleicher, Mt. Vernon, N. Y.	N. S. U	6:37
Fred. Voelker, New York	N. S. U	6:37
A. D. Cook, Hammondsport, N. Y.	Curtiss	6:39
B. A. Swenson, Providence, R. I.	Indian	6:37
F. A. Baker, New York	Indian	6:39
T. K. Hastings, New York	Indian	6:39
Stanley T. Kellogg, Sp'gfield, Mass.	Indian	6:40
Russell Smith, Scarsdale, N. Y.	Indian	6:39
F. E. Wilkinson, Providence, R. I.	Indian	6:39
E. M. Hughes, Louisville, Ky.	Indian	7:27
A. J. Ogden, Ashland, Ky.	Indian	6:40
Jos. F. Merkel, Milwaukee, Wis.	Merkel	6:42
Edward Buffum, Milwaukee, Wis.	Merkel	6:42
J. A. Turner, Chicago, Ill.	Merkel	6:42
W. Harris Latham, Boston, Mass.	Merkel	6:42
H. Lake, Pottstown, Pa.	Light	7:02
Earle L. Ovington, New York	F. N.	6:43
Wm. H. Robinson, Elmhurst, N. Y.	F. N.	6:43
Wm. F. Mann, Yonkers, N. Y.	F. N.	6:43
John F. Constant, Brooklyn, N. Y.	R-S	6:45
A. Carlton, Alpena, Mich.	Curtiss	7:02
A. J. Sicard, Hackensack, N. J.	Thor	6:45
F. W. Thomas, New York	H'ley-D'n	7:06
George H. Ruck, New York	Minerva	6:46
Wm. H. Chadeayne, Buffalo, N. Y.	Auto-Bi	6:46
S. B. Pritchard, Buffalo, N. Y.	Auto-Bi	6:47
G. C. Cameron, Buffalo, N. Y.	Auto-Bi	7:09
E. T. Banes, Philadelphia, Pa.	R-S	6:46
Bert S. Barrows, Springfield, Mass.	Indian	6:47
Geo. N. Holden, Springfield, Mass.	Indian	6:47
Shelton Sturges, Shelton, Conn.	Indian	6:49
G. A. Tuckey, Springfield, Mass.	R-S	7:06
J. S. Seidell, Springfield, Mass.	R-S	6:51
Joseph H. Root, Springfield, Mass.	R-S	6:51
George V. Lyons, New York	Wagner	6:46
Charles Ruck, New York	Indian	6:52
J. S. Woodworth, Chicago, Ill.	Excelsior	6:50
A. G. Lyon, Chicago, Ill.	Excelsior	6:50
N. C. Trumphor, Chicago, Ill.	Excelsior	6:50
Fred. Huyck, Chicago, Ill.	Thor	6:52
R. W. Du Sell, Aurora, Ill.	Thor	6:52
George Mack, Reading, Pa.	R-S	6:52
William Bewley, Reading, Pa.	R-S	6:52
J. S. Thornley, New York	R-S	7:06

SECOND DAY

Starter and Place	*Machine*	*Time*
B. A. Swenson, Providence	Indian	5:58:00
J. A. Turner, Chicago	Merkel	5:58:30
Fred, Voelker, New York	N. S. U	6:08:15
J. F. McLaughlin	N. S. U	6:08:30
J. A. Schleicher, Mt. Vernon	N. S. U	6:08:30
A. G. Chapple, New York	N. S. U	6:08:45
T. K. Hastings, New York	Indian	6:09:00
F. A. Baker, New York	Indian	6:09:20
Albert D. Cook, Hammondsport	Curtiss	6:09:50
A. J. Ogden, Ashland, Ky.	Indian	6:09:20
Edward Buffam, Milwaukee	Merkel	6:11:40
W. H. Latham, Boston	Merkel	6:12:00
Earle Ovington, New York	F. N.	6:14:50
A. J. Sicard, Hackensack, N. J.	Thor	6:15:35
A. Carlton, Alpena, Mich.	Curtiss	6:16:00
Percy Drummond, Newark	Indian	6:16:00
George H. Ruck, New York	Minerva	6:16:30
H. T. Roberts, New York	H'ley D'dson.	6:17:00
F. W. Thomas, New York	H'ley D'dson.	6:17:00
Walter Davidson, Milwaukee, Wis.	H'ley D'dson.	6:17:00
W. C. Chadeayne, Buffalo	Auto-Bi	6:17:00
G. C. Cameron, Buffalo	Auto-Bi	6:17:40
E. T. Banes, Philadelphia, Pa.	R-S	6:17:40
Stanley T. Kellogg, Springfield	Indian	6:17:40
George N. Holden, Springfield	Indian	6:20:15
George V. Lyons, New York	Wagner	6:20:30
Charley Ruck, New York	Indian	6:21:00
J. S. Woodworth, Chicago	Excelsior	6:22:00
A. G. Lyon, Chicago	Excelsior	6:23:00
N. C. Trumphour, Chicago	Excelsior	6:23:00
Fred Huyck, Aurora, Ill.	Thor	6:23:45
R. W. Dosell, Alberta, Ill.	Thor	6:23:45

COMPLETE TABLE OF AWARDS, ETC., ON NEXT PAGE

THE COMPLETE SCORE

	No. and Rider	Machine	h. p.	Haines Falls.	Newburg.	Nyack.	New York.	Patchogue	Riverhead.	Brooklyn.	Hill Climb.	Brake Test	
*1.	J. F. McLoughlin, New York City	N. S. U.	6	0	0	0	0	0	0	0	0	0	
*2.	A. G. Chapple, New York City	N. S. U.	6	0	0	0	0	0	0	0	0	0	
*3.	J. A. Schleicher, Mt. Vernon, N. Y.	N. S. U.	5½	0	0	0	0	0	0	0	0	0	
4.	Fred. Voelker, New York City	N. S. U.	3¾	0	0	0	0	0	0	0	0	5	
*5.	Albert D. Cook, Hammondsport, N. Y.	Curtiss	6	0	0	0	0	0	0	0	0	0	
6.	B. A. Swenson, Providence, R. I.	Indian	3½	0	0	0	0	0	0	12	25	0	
*7.	F. A. Baker, New York City	Indian	3½	0	0	0	0	0	0	0	0	0	1
*8.	T. K. Hastings, New York City	Indian	5	0	0	0	0	0	0	0	0	0	1
9.	Stanley T. Kellogg, Springfield, Mass.	Indian	5	10	0	0	0	0	0	5	0	0	
10.	W. H. Wray, Jr., New York City	Simplex	3½	2	..	..	..	..	..	..	10	5	
11.	W. E. Damoth, Hammondsport, N. Y.	Curtiss	3	29	..	..	..	..	..	..	25	..	
12.	Russell Smith, Scarsdale, N. Y.	Indian	3½	17	0	0	0	98	67	210	0	0	
14.	F. E. Wilkinson, Providence, R. I.	Indian	3½	0	0	0	0	..	..	..	25	0	
15.	E. M. Hughes, Louisville, Ky.	Indian	5	0	0	40	0	0	..	..	0	5	
16.	A. J. Ogden, Ashland, Ky.	Indian	5	32	48	0	0	0	0	0	50	5	
17.	Joseph F. Merkel, Milwaukee, Wis.	Merkel	7	4	0	0	0	..	..	..	0	0	
*18.	Edw. Buffum, Milwaukee, Wis.	Merkel	3	0	0	0	0	0	0	0	0	0	1
19.	J. A. Turner, Chicago, Ill.	Merkel	3	4	0	0	0	0	0	16	0	0	
*20.	W. H. Latham, Boston, Mass.	Merkel	3	0	0	0	0	0	0	0	0	0	1
21.	Wm. A. Suddard, Providence, R. I.	Light	3	30	30	110	12	0	7	..	25	0	
22.	Henry Jarmie, New Haven, Conn.	Light	3	7	6	121	..	..	..	..	0	..	
23.	C. P. Rudd, Hammonsport, N. Y.	Erie	3	27	..	..	..	..	..	..	0	..	
24.	H. Lake, Pottstown, Pa.	Light	3	8	0	0	14	0	0	72	20	..	
*25.	Earle Ovington, New York City	F. N.	5	0	0	0	0	0	0	0	0	0	1
27.	W. F. Mann, Yonkers, N. Y.	F. N.	4½	0	0	0	0	0	63	..	25	5	
28.	John N. Constant, Brooklyn, N. Y.	R. S.	3	8	0	0	0	16	39	..	0	0	
*29.	E. Carlton, Hillsdale, Mich.	Curtiss	6	0	0	0	0	0	0	0	0	0	1
30.	A. J. Sicard, Hackensack, N. J.	Thor	3	0	0	0	12	0	0	0	10	0	
31.	Percy Drummond, Newark, N. J.	Indian	4	22	0	0	0	0	0	0	0	0	
33.	H. T. Roberts, New York City.	Harley-Davidson	3½	0	0	63	20	0	0	0	0	0	
34.	F. W. Thomas, New York City.	Harley-Davidson	3½	0	0	31	12	0	0	0	0	0	
*35.	Walter Davidson, Milwaukee.	Harley-Davidson	3½	0	0	0	0	0	0	0	0	0	1
36.	Geo. H. Ruck, New York City	Minerva	7	0	0	0	0	0	0	0	50	5	
*37.	Wm. C. Chadeayne, Buffalo, N. Y.	Auto-Bi	3	0	0	0	0	0	0	0	0	0	1
39.	G. C. Cameron, Buffalo, N. Y.	Auto-Bi	3	10	0	49	6	0	0	0	10	0	
40.	E. T. Banes, Philadelphia, Pa.	R. S.	3	0	0	0	0	0	0	0	20	5	
41.	Bert S. Barrows, Springfield, Mass.	Indian	3½	0	0	0	0	0	..	..	25	5	
*42.	Geo. N. Holden, Springfield, Mass.	Indian	5	0	0	0	0	0	0	0	0	0	1
43.	W. A. Kothe, Springfield, Mass.	Indian	3½	0	88	..	..	..	..	..	0	0	
44.	Francis Yewdall, New York City	Bradley	3½	11	14	115	..	..	..	..	25	..	
46.	Shelton Sturges, Shelton, Conn.	Indian	2¼	18	0	0	0	9	..	..	0	0	
47.	Geo. Wilson, Shelton, Conn.	Indian	5	18	87	..	..	..	..	..	25	0	
49.	Alexander Klein, Philadelphia, Pa.	Harley-D'dson	3¼	0	0	..	..	..	..	..	0	..	
50.	Archie L. Wemple, Owego, N. Y.	Reliance	3	30	..	..	..	..	..	..	25	..	
52.	R. B. Lawson, Springfield, Mass.	R. S.	3	13	0	..	..	..	..	..	0	5	
53.	Geo. A. Tuckey, Springfield, Mass.	R. S.	3	0	0	14	12	..	..	..	0	0	
54.	J. S. Seidell, Springfield, Mass.	R. S.	3	0	0	0	0	..	..	..	0	0	
55.	Joseph H. Root, Springfield, Mass.	R. S.	3	0	0	0	0	..	..	..	0	0	
56.	Geo. V. Lyons, New York City	Wagner	3	0	0	0	0	0	0	0	25	0	9
*57.	Charley Ruck, New York City	Indian	2¼	0	0	0	0	0	0	0	0	0	10
58.	J. S. Woodworth, Chicago, Ill.	Excelsior	3¼	0	20	0	0	0	0	0	10	0	9
59.	A. G. Lyon, Chicago, Ill.	Excelsior	3¼	0	7	0	0	0	0	0	0	0	9
60.	N. C. Trumpour, Chicago, Ill.	Excelsior	3	0	11	0	0	0	0	0	25	5	9
61.	Fred. Huyck, Aurora, Ill.	Thor	3	0	0	0	0	0	0	0	10	..	9
62.	R. W. Du Sell, Aurora, Ill.	Thor	3	0	0	0	0	0	0	0	20	0	9
*63.	Geo. Mack	R. S.	3	0	0	0	0	0	0	0	0	0	10
64.	Wm. Bewley	R. S.	3	8	0	0	0	0	0	0	10	..	9
65.	Dr. J. P. Thornley	Indian	..	-	0	0	8	0	0	..	10	0	

*These made perfect scores. Owing to a protest claiming that the course was ten miles too long, above figures can not be accepted as final.

Where no total is given it indicates that riders did not complete the runs.

F. A. M. MEET ON

FROM July 1 to 4, inclusive, motorcyclists from all over the country will gather in New York to celebrate the Sixth Annual Meet of the Federation of American Motorcyclists. The program laid out for the entertainment of the visitors is a very enticing one. It is not serious at all, but packed with joy from start to finish. A special organization was formed to carry on the meet. It is called the F. A. M. Meet Club and includes in its membership many officers of the F. A. M., a number of prominent New York motorcyclists and quite a few members of the trade. Since their organization some time ago they have done yeoman's work. They have gone down deep into their pockets personally and have also held up the trade with great success. This form of piracy, however, was not very difficult, for the various manufacturers throughout the country and the New York agents realized that this meet will be an important factor in spreading the gospel of motorcycling and they have been very liberal with money and prizes.

The officers of the Meet Club are: R. G. Betts, president; L. H. Guterman, vice-president; David Dessau, treasurer; F. W. Horenburger, secretary. Earle L. Ovington was made chairman of the Committee on Ways and Means, which was a sufficient guarantee that the coin would flow into the strong box of the Meet Club. In the work of holding up private gentlemen for revenue only he was ably assisted by F. A. Baker, Eugene Kicherer, David Dessau, F. B. Widmayer, J. J. Brandenburg and Harold Fletcher. The Entertainment Committee is headed by R. S. Morton, and that on Contests by Roland Douglas. The Program Committee was captained by H. J. Wehman.

R. G. Betts, *Pres.*

The program, a copy of which has been sent to every F. A. M. member in the country, is artistic, unique and clever. Through its brief pages it reflects the spirit of the affair, which is one of good fellowship. It is beautifully printed, and the menu for each day is certainly an extensive one. Here and there it is adorned with some "good things" which seem to very much bear the earmarks of "R. G." The headquarters throughout the entire meet will beat the Hotel Empire, located at Broadway and Sixty-third street, which is at the very gateway of upper Broadway. Farmers will please understand that upper Broadway is our great motorcycling "main street." It is lined with motorcycle depots, and visitors will remember that throughout the entire meet their machines will be stored and taken care of at these depots without cost. Around the Empire will be stationed the members of the Meet Club. Each will wear a purple bow on his coat lapel, and will strive to live up to this royal color by proving himself a good fellow. Throughout the meet the club members will have as their motto:

"We'll do our damnedest; angels can do no more."

When the stranger arrives within the gates of Gotham he will at once make for the Empire, where a purple bow will take him in tow and give him souvenir badges, etc., and one of these badges will entitle him, without cost, to everything that is going. You see, it is the idea of the hosts that no man need put his hand in his pocket while in town except, of course, for personal expenditures. At the Empire "gasoline" will continuously gurgle, and "lubricating oil" will forever flow.

"Dull care? There ain't goin' to be no such thing."

This is the motto of the first day, July 1, which falls on a Wednesday. The doings will start promptly at 8 a. m. with a run to Grant's Tomb, Fort George Hill, and so on. At 12 o'clock there will be a sight-seeing tour of the city in 'rubberneck" coaches, for out-of-town visitors only. At 2 o'clock a run is scheduled around Central Park, and at 4 there will be a run to Van Cortlandt Park. *The night will be spent at Coney Island.*

"And here endeth the first day; but there are other days which have not yet been touched."

Thursday, July 2, is just going to be a hummer. At 8 a. m. there is a run to various parts of Brooklyn, and at 1 p. m. the Grand Run from the Empire and from Coney Island to Roslyn, L. I. At Roslyn, headquarters will be at the Mansion House, "where Marguerite is not the only handsome waitress." At Roslyn there will be large doings, and here

"The man worth while is the man who can smile—
Smile, Dammit, Smile!"

At 3 p. m. there will be a tilting tournament, and at 6 the entire crowd will line up to welcome Timothy L. Coate, the O. P. N. Muflerphiend. At 8, still at Roslyn, there will be a grand round up and muster for the Bing-Bang Smokefest and High Old Time. To this gentle diversion there will be no admittance without an F. A. M. card. The clarion cry for this night runs thusly:

"Laugh and the world laughs with you;
Weep and we'll furnish the sponge—
Smile, Dammit, Smile!"

The following numbers will be rendered:

I.—! ! ! * * * ! * * ! ! ! Oh!
(Gurgle!)
II.—! ! ! ! * * * * * * * * * Ah!
(Gurgle-gurgle!)
III.—! * * * * * ! ! ! * * * * Ooo!
(More gurgles!)
IV.—! ! ! * * ! ! * * * ! ! ! Whew!
(Still more gurgles!)
V.—! ! ! ! ! ! ! ! ! ! ! ! Wow!
(Cracked ice!)

A special twenty-page program giving the name and number of every entrant and containing the full score of the opera will be furnished to all who attend.

During intermissions—and not during them—the original pipes of peace, loaded with the famous Culebra Cut tobacco—imported for the occasion—will be passed around; also Federation cigars grown on the F. A. M. cigar farm at Squantum, L. I. A coupon of pleasure will be given with every puff. The gasoline supplied for purposes of liquidation will be 76 degrees test and of the brand

"Which gurlgles and flows
And tickles the nose
And makes life seem all color de rose."

(There will be no end to the second day; the second day will merge into the third without it.)

* * * * * *

It is the dawn of the third day of the meet, July 3, on a Friday. It is shortly after daybreak. They are still at Roslyn. At 7.30 a. m. is the start of the fifty-mile economy contest. At 1 p. m. the run to Hempstead Harbor. At 1.15 p. m. will be pulled off that extremely solemn function—the annual photograph. After this there will be an Individual Palate-Tickling contest in the grove at Hempstead Harbor. When you see what you like dip it up for yourself, steaming hot. And don't fail to partake of the crocodile fricassee; it's great. At 4 p. m. the boys will get together and return to "Little Old New York." At 7.30 p. m. is the annual election and business meeting of the F. A. M. in Terrace Garden Assembly Room, Lexington avenue and Fifty-eighth street.

L. H. GUTERMAN, *Vice. Pres.*

Saturday will be the Glorious Fourth, and at 11 a. m. the brothers will embark for Paterson, N. J., by rail, so as to avoid $2.00 admission fee which that sanctified state charges all motorcyclists who enter it. At 2 o'clock will be the F. A. M. National Championship Race Meet, to be held at the new Paterson Stadium. Here an F. A. M. card will put you through the gate.

"Oh, steam! Where
is thy victory?
Oh, bird! Where
is thy wing?"

Here a special program of events has been outlined and the afternoon will no doubt furnish racing history.

F. W. HORENBURGER, *Sec.*

Great speed should be accomplished, and there should be safety, too, for the track was built by those two pastmasters and old timers, Prince and Fisk. We shall get some wonderful pictures at this meet. Look for them in our July 15th issue.

ONE of the toughest propositions the Meet Club had conquer was this matter of a track on which fast ra ing could be performed in the near vicinity of Ne York City. All of the big dirt horse tracks were eith engaged or a prohibitive price was asked. Half-mi tracks could have been secured, but they were considere too unsafe. The Paterson Stadium Paterson, N. J., was finally selecte and it is here that the F. A. M. Am teur Championships at one, five ar ten miles will be decided on the 4th.

The track is a new one and ha been open for training purposes onl about a week. It is claimed to be th fastest saucer in the world, and tha it is so banked and constructed tha it will hold a speed of a mile in 5 seconds. It measures six laps to th mile, and is 26 feet wide, with a run ning board measuring 6 feet. The sur face consists of 1½ by 2¼-inch strip laid edgewise. The turns are banke to an angle of 48 degrees, decreasin to 25 degrees on the straightaway stretches. A strong guardrail will to the track on the outside.

AS MOTORCYCLE ILLUSTRATED goe to press on July 1st the boys are already gathering around the Empire. The hotel is admirably situated for the purposes of headquarters. The management has given the F. A. M. a fine parlor on the first floor. It is of ample dimensions, nicely decorated, cool and all that. At the head of the table sits one Fletcher, who meets the boys with their F. A. M. cards and gives them their proper credentials.

Early on the morning of the first day they began coming in, and after getting fixed up they lounged about the hotel. Among those present were many who had taken part in the great endurance run, and these, of course, talked it over to a finish. Hovering about in the corridors of the hotel were members of the trade. Among them Eugene Kicherer, of the N. S. U.; George M. Hendee and Oscar Hedstrom, of the Hendee Mfg. Co.; W. R. Remppis, of the Reading Standard Co.; F. W. Sherman, of the Light Mfg. and Foundry Co.; Walter Davidson, of the Harley-Davidson Co.; H. F. Scott, of the New Departure Mfg. Co.; Mr. Webster, of the Eclipse Mfg. Co., and many others.

DAVID DESSAU, *Treas.*

On Thursday night a party of fifty left in automobiles for Coney Island. As the meet wears on the rooms of the committee at the Empire are taking on life, and the meet promises to be a great success.

A BRIEF HISTORY OF THE F. A. M.

THE Federation of American Motorcyclists is an association of individual riders, and one member's vote is equal to any one other in the election of its officers and in the direction of its affairs. It is a big organization, is constantly increasing its membership, and its aim and scope are wide. It is the one head of the sport that is recognized abroad, and its control of racing in this country is absolute.

The Federation was established on September 7, 1903, at the clubhouse of the old Kings County Wheelmen in Brooklyn, N. Y., being the outcome of a movement toward a broad, national organization, agitated and fostered by the New York Motorcycle Club and the Alpha Motorcycle Club of Brooklyn. Its charter membership closed with a list of seventy names, and to-day its books number some 1,500 riders from all parts of the United States.

Annual business meetings have been held each year, and every succeeding one saw assembled an ever-growing, enthusiastic and liberal-minded band of men, ready and willing to lend a hand in a good cause, and all with heart and soul bound up in the one object—motorcycling.

At last year's meet in Providence, R. I., some 500 members were in attendance, and this year accommodations for the entertainment of many more have been made. Following the organization and election of officers in Brooklyn, the second annual meeting was held in 1904 at Cambridge, Md.; the third at Waltham, Mass. in 1905; the fourth and fifth, respectively, at Rochester, N. Y., in 1906, and Providence, R. I., last year.

The objects of the Federation are to encourage the use of motorcycles and promote the general interests of motorcycling; to ascertain, defend and protect the rights of motorcyclists; to facilitate touring; to assist in the good roads movement, and to advise and assist in the regulation of motorcycle racing and other competitions in which motorcyclists engage. For convenience of government the organization is divided into four districts, styled the Eastern, Southern, Western and Pacific Districts, and for each of these is elected annually a vice-president, who appoints the other officers and manages his district under the general direction of the president of the Federation.

Any rider of good character is eligible to membership and his application can be endorsed by either a member of the Federation or by two reputable citizens of the town of his residence. The membership fee is only one dollar a year and the initiation fee is the same. There are many reasons why the individual rider should join the F. A. M. It furnishes its members a gilt and enamel membership pin, a helping handbook, legal advice if in trouble, road maps, discounts at repair shops, and confers many other favors in the way of rates, etc. It is due also to the good work of the F. A. M. that the legislation favorable to motorcyclists in the several states has been enacted. The association is certain to become a powerful organization.

WESTERN DISTRICT'S PLANS ARE COMPLETED

FOLLOWING close on the heels of the annual meet of the Federation of American Motorcyclists, so close, in fact, that the westerners will hardly have time to catch their breaths, comes the New York-Chicago tour, under the auspices of the Western District of the F. A. M. and under the direct management of Secretary I. F. Alofsin. The run is patterned closely after the 1908 Glidden Tour, the annual road contest of the American Automobile Association, and will start from New York on July 6.

It is officially designated as the First Annual Tour of the Western District of the Federation of American Motorcyclists, and includes a contest for the *Examiner* Trophy. Entrants must be members of the F. A. M., and the competition rules of the Federation will prevail. The run will be a combination of pleasure tour and contest and will afford its entrants an opportunity of visiting and sightseeing in the cities en route. The run as laid out provides for night stops at Albany, Utica, Rochester, Buffalo, Erie, Cleveland, Toledo, Waterloo and South Bend, providing a good ten days of riding that promises to bring out all of the good points of construction and, as well, show up the weak ones.

Eight different makes will be represented, with probable additions, as the Hendee Company, N. S. U. and Ovington will make post entries. Up to date the total number of entries is twenty, composed of six teams and two unattached riders. The teams thus far named are the Excelsior, Thor, Light, Merkel, Springfield (Mass.) Motorcycle Club team and Reading Standard. The individual riders will be George W. Lyon of Chicago, on a Torpedo, and Joseph DeSalvo, of Chicago, on an Armac.

The definite routes for each day are the secret of the tourmaster, who also has in his power the naming of the days on which the economy test and hill climbing contest shall be held. This has been kept an absolute secret to prevent any special attachments of carbureters or changing of gears.

Following is a complete list of the entries to date and the order in which they will start: Excelsior Team—J. S. Woodworth, N. C. Trumpour, Arthur Lyon, all of Chicago. Thor Team—Charles S. Hinckley, Aurora; Fred Huyck, Chicago; William DuSell, Aurora. Light Team—George W. Sherman and Harry Lake, Pottstown; William A. Suddard, Providence. Merkel Team—Ed. Buffum and W. P. White, Milwaukee, Wis.; J. A. Turner, Chicago. Springfield (Mass.) Motorcycle Club Team—Stanley T. Kellogg, Springfield, Mass.; George N. Holden, Springfield, Mass.; Bert S. Borrows, Springfield, Mass. Unattached—George W. Lyon, Chicago, Ill.; Joseph DeSalvo, Chicago. The riders of the Reading Standard team have not yet been nominated.

For the best aggregate score by a club or manufacturer's team of three (3) contestants, as designated before the start of the tour, the *Examiner* Trophy shall be awarded. For the best score by a private owner for a single-cylinder machine, there shall be awarded a gold medal. A silver medal will go to the next best score. For the best score by a private owner of a multiple-cylinder machine, there shall be awarded a gold medal. A silver medal shall go to the next best score. For the best score made by a rider engaged in the trade of a single-cylinder machine there shall be awarded a gold medal. A silver medal shall go to the next best score. For the best score by a rider engaged in the trade of a multiple-cylinder machine shall be awarded a gold medal. A silver medal will be awarded to the next best score. Tricars, sidecars and tandems will be joined in one class, a blue ribbon being awarded to the best score, and a red ribbon to the next best score. For all who complete the tour, unless a winner of some prize, regardless of score, there shall be awarded a bronze medal.

INVADING NEW ENGLAND

A Tour of Several Days from New York, Far, Far Beyond Boston Woods. Then into Maine. After Which, Along the Shore to Boston. Next Comes Springfield, Hartford, Waterbury, a Brief Dip Into York State and Its Home Roads Mostly Good. Busy Towns Long, Silent Stretches Between the Hills. Deep Forests and Fine Lakes. Beach Resorts a-Plenty and Good Hotels Everywhere.

WHERE THE HOUSATONIC FLOWS

DOWN THE NAUGATUCK VALLEY

"ALBACH TOWER," NEWCASTLE, N. H.

It is a true sign of the season of the year, when the warm days foretell the more intense ones to come in midsummer, that motorcyclists are seized with the "wanderlust" and their very hearts long for those boulevard roads stretching between miles of stately shade trees straight as an arrow, on and up to the cool mountain tops where an accommodating boniface awaits to anticipate all wants or desires. These are lovely dreams that usually fail to materialize. Still, happy is the man who can so plan his vacation as to spend ten days or a couple of weeks on a pleasure jaunt which, though it may not attain perfection, affords him the many delights and genuine pleasures which he who has been confined to his club rooms and business all winter can best appreciate.

New England beckons and offers many attractions to entice the motorist her way: golden hours of sunshine, sylvan and silent beauties of a moonlight night in the wonderful Berkshires, a tour through the one historical portion of our country which has its famous landmarks so marked that "he who runs may read"; a visit to the "rugged and rock bound shores" where landed our Pilgrim Fathers, up the "Climb to the Clouds" and over rolling valley roads crossing at nearly every turn some one of the many little winding streams spanned by bridges older than man remembers—these and others, many and various, all help toward making this section so popular with motorists.

The roads are good and at the end of each day's run you can easily arrange to put up at a first class hotel. In the following pages a tour of one thousand miles over the very best routes in New England is given. It can be made in ten days, or, if time is no object, half as many weeks may be spent in exploring the many interesting portions of the country through which the tourist passes.

Leaving New York via the Boston Post road, the many historical and interesting towns along the way are well known. Among them is Greenwich, where may be seen the flight of steps down which General Putnam rode in a gallop in the days of the Revolution. Another Greenwich landmark is the old Congregational Church. Stamford was founded in 1640, and many fine specimens of colonial architecture are still in existence; in contrast, there are many beautiful residences of modern architecture. Norwalk is another old town of historic interest. The Norwalk House, of old time coaching fame, is an excellent stopping place for luncheon. At Stratford, the tourist leaves the shore and turns north toward the Berkshire Hills. The next few miles pass along the banks of the picturesque Housatonic until Shelton is reached: here the river is crossed and one enters the beautiful Naugatuck Valley. The scenic beauty of this valley is unsurpassed on the entire route.

Waterbury, Conn., is the end of the first day's run, and here is located the Elton Hotel, opened in 1905. Waterbury is that rare combination of city beautiful and manufacturing town. Founded in 1677, and known then by the Indian name of Mattatuck, it abounds in colonial and Revolutionary lore, mostly of local fame.

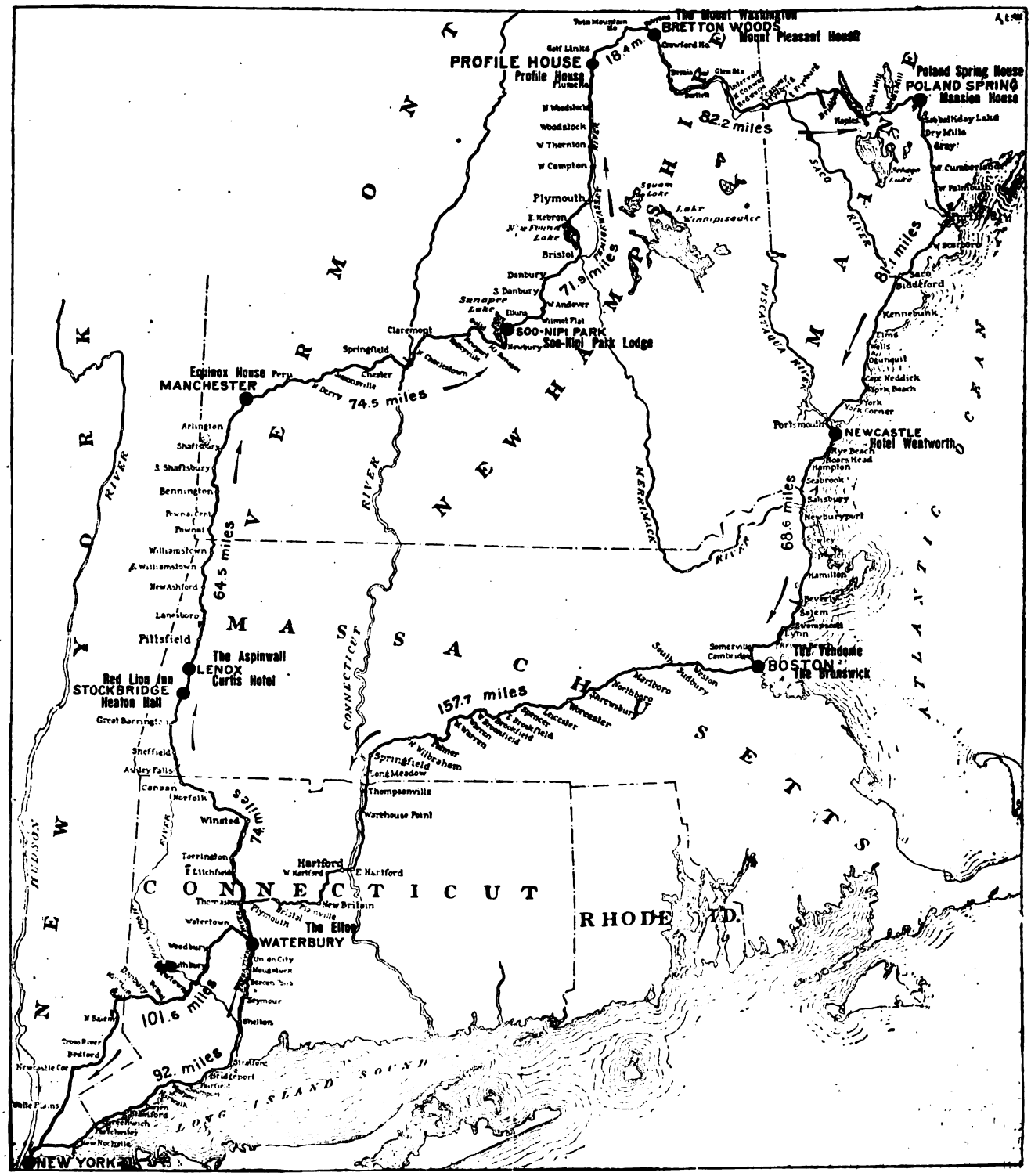
Following the Naugatuck Valley, on the second day, one finds more beautiful scenery, through Thomaston, famous for its clock works, and Litchfield, a town of rare beauty, where the first law school founded in this country was situated, through the rolling Berkshire foothills and fairly among the Berkshires at Norfolk, passing through Canaan and Great Barrington to Stockbridge, where are located Heaton Hall and Red Lion Inn. The tourist, on this day's run, may take his choice of these hotels or continue on to Lenox, where he will find the Aspinwall and the Curtis hotels, both famous the world over. Stockbridge and Lenox are the most beautiful towns in the Berkshire region, and in this section are many splendid estates. They are both places of historical interest. At Stockbridge, the site of an early Indian mission church is marked by a tower. These towns have been famous in times past as the summer homes of many famous literary men, among them, Jonathan Edwards, who was pastor of the Indian mission church, and left there to take up his duties as president of Princeton College. Others who have spent their summers here and written many of their famous works amid these beautiful hills were William Cullen Bryant, Oliver Wendell Holmes, Longfellow and Hawthorne.

The third day the tourist passes on through Pittsfield, Lanesboro and New Ashford, where Mount Greylock towers grandly, a forerunner of White Mountain scenery. Just beyond Greylock is Williamstown and venerable Williams College. At Bennington is the site of the Battle of Bennington, which is suitably marked by a monument. At Manchester, the Equinox House, one of the oldest resort hotels in the country, but modernized and up to date

in every way, situated at the foot of Mount Equinox, is the resting place.

On the fourth day, after crossing the Connecticut River at Springfield, Vt., New Hampshire is reached. A point of interest on this day's trip is the country estate of the late John Hay, Secretary of State, at Newbury. Soo-Nipi Park Lodge is a new and most delightful resort house, and the tourist who will spend the night here will be delighted with the beautiful scenery and the good accommodation. Interest is added to this point by nearness of the famous Corbin game preserve.

The fifth day takes one into the White Mountains through the Pemigewassett Valley, which begins at Plymouth. Passing up the valley the Flume House is reached, and it would well repay the tourist to tarry here and journey on foot to visit the Flume, about one mile distant, which is one of the most interesting features of the White Mountains. Going on up through to the Franconia Notch, justly famous for its towering cliffs and magnificent scenery, the Profile House is reached. Within a short distance from the hotel is the "Old Man of the Mountains," one of the natural wonders of the world. In



the opposite direction from the hotel is Echo Lake, one of the prettiest bits of scenery in the mountains and noted for its echo. Also Profile Lake, known as the "Old Man of the Mountains' Mirror."

The sixth day is a short run to Bretton Woods, where, in the heart of the White Mountains, are located the magnificent Mount Washington and the homelike and comfortable Mount Pleasant House. The Tip Top House on Mount Washington and other points of interest are easily accessible from here. These places are famous from a motoring standpoint, as the finishing point of the Glidden Tour and the starting point of the "Climb to the Clouds" of recent years.

The seventh day, or rather the seventh stage of the journey, if the motorist has been exploring the beauties of the various stopping places, takes one down Crawford Notch between Mount Webster and Mount Willey. Leaving the mountains and following the Soco River past Glen Station to North Conway, which is the southern gateway to the mountains, and passing into Maine at Fryeburg, through Bridgton to Naples, some fine scenery along numerous lakes and ponds is enjoyable, as well as the rolling farm and wooded slopes of this part of Maine. At Poland Spring, famous the world over for its remarkable natural spring water, is situated the justly famous Poland Spring House, one of the most delightful resort houses in the country, and the Mansion House, which has been in the possession of the Ricker family for over 100 years. The Maine State Building, used as a library and art building, was the "Maine Building" at the Chicago World's Fair, and was removed by the owners of Poland Spring to its present location, stone by stone. A visit to Poland is not complete without an inspection of the spring and bottling houses, the latter being the finest building in the world used for such purposes.

The eighth stage is through Portland, where the coast is reached. A most beautiful city—the birthplace of Longfellow—where numerous points of interest abound. Following the rugged coast through Kennebunk, York Beach and Wells, well known for their beautiful summer residences, to Kittery, the last town in Maine, one crosses the Piscataqua River to Portsmouth, famous for its navy yard and as a scene of the Russian-Japanese Peace Conference in 1905. Portsmouth has many beautiful old houses of the period of the Revolution. At New Castle, a famous historic town near Portsmouth, is situated the Hotel Wentworth, which will be found a modern and delightfully situated house accommodating 500 hundred guests. This house was much in the public eye in 1905 as the headquarters of the Japanese and Russian Peace Commissioners.

The ninth lap is through Newburyport, Mass., Ipswich and other historical towns, including Salem, the "Witch Town" of early days, to Boston where the tourist will be made comfortable at either the Vendome or the Brunswick, both delightful hotels situated in Back Bay, the residential section of Boston. Several days may be spent here with profit visiting the famous historical places, such as Bunker Hill, Old South Church, Harvard University at Cambridge, Old State House, Kings Chapel, Old Christ Church and many others.

Leaving Boston on the tenth day, various interesting towns and villages are met with. At Sudbury time should be taken to inspect the "Wayside Inn," the Mecca for all lovers of the quaint. One passes through Worcester, Springfield and Hartford, reaching Waterbury via Plymouth.

The eleventh day finds one bound for New York, along the Housatonic River, through Danbury, across the New York State line, striking a portion of the Briarcliff Course and down past historical White Plains to New York City, having completed a thousand miles of the most beautiful and interesting section of this broad country.

There is only one day's hard run outlined—that from Boston to Waterbury. This is over excellent macadam roads, and the 157 miles can be made easily enough if the rider is so inclined. It may be divided in two, however, and a night spent in Springfield. Here The Worthy is the newest hotel, while the old Massasoit House has the quiet comforts that appeal to many.

FIRST SECTION,

NEW YORK TO WATERBURY, CONN.

New York to Waterbury, Conn., a distance of 92 miles over macadam roads as far as Stratford, the rest good dirt with a few short stretches of macadam.

COLUMBUS CIRCLE. Take Central Park, West, or through Central Park to 110th street, turn west to right, turn into Manhattan avenue to St. Nicholas avenue to 155th street; turn right over Central Bridge to Jerome avenue, to 189th street; turn right into Fordham road, to Pelham Parkway, straight ahead on parkway to the Shore road; turn left, cross Bartow Bridge and continue straight ahead to Echo avenue (end of road).

NEW ROCHELLE, 17.6 MILES. Turn left to Main street, with trolleys. Turn right on same and follow direct to

LARCHMONT, 20.1 MILES (Speed ordinance, caution).—Continue direct to

MAMARONECK, 21.6 MILES. At drinking fountain keep right and cross stone bridge. At end of town take right fork to

RYE, 25 MILES (speed ordinance, caution). Take right fork at flagpole up hill and over railroad bridge and straight ahead, passing under railroad and turning 90 degrees left into Main street.

PORTCHESTER, 27.7 MILES (speed ordinance, caution) direct to bridge over Byram River; cross bridge and keep right to

GREENWICH, CONN., 30 MILES. Take right fork at Soldiers' Monument and down Put's Hill. Keep to the right and cross bridge. Straight ahead crossing bridge at Mianus and keep right at next fork. Take next left to

STAMFORD, 35.8 MILES. Turn 90 degrees right over the bridge; follow Main street and East Main street to fork at East Park (bluestone church on left); turn left up hill and near top take right fork through

NOROTON; left at next fork to

DARIEN, 40.2 MILES. Straight ahead under railroad bridge. At fork just beyond Norwalk Hospital keep right down hill to West avenue to

NORWALK, 44.5 MILES. Cross bridge and up a steep grade; at turn left to Westport avenue (white church); turn 90 degrees right to

WESTPORT, 47.8 MILES. Keep straight ahead and at next fork keep to the right and follow trolley through Southport and Fairfield. Pass under railroad and take left fork (Fairfield avenue) to

BRIDGEPORT, 58.3 MILES. Pass under railroad bridge into Stratford avenue, across two bridges. Bear at once left into Connecticut avenue, keeping on macadam road to open square at

STRATFORD, 62 MILES. Turn 90 degrees left at fountain under railroad arch, following trolleys (except where tracks leave main road). Slow down for small iron bridge with sharp right turn at Pine Rock Park. Then straight ahead, soon winding left to fountain in front of bridge entrance to

SHELTON, 72 MILES. Turn 90 degrees right across bridge (Housatonic River), turning sharp right from bridge, one block, to

DERBY, 72.5 MILES. Turn 90 degrees left, following trolley to fountain at stone church. Keep straight ahead, leaving car tracks. Continue on main road, turning 90 degrees right across Housatonic River and immediately left into

SEYMOUR, 78.5 MILES. Straight ahead through town, pass railroad station to sharp right turn under railroad and at once left over iron bridge. At fork 1 mile out, keep left with trolley direct up valley. Keep left at fork (sign, "Beacon Falls,") into

BEACON FALLS, 84 MILES. Pass factories, run under trolley arch, up valley—winding curves—through fork with iron fountain into

NAUGATUCK, 87 MILES. Direct on macadam road 1 mile to

UNION CITY, 88 MILES. Straight through town. Where trolley bears left go straight ahead, meeting tracks beyond. Mostly new macadam into South Main street direct to Centre square, to

WATERBURY, 92 MILES.

NEW YORK TO WATERBURY, CONN.

SECOND SECTION,

WATERBURY, CONN., TO LENOX, MASS.

WATERBURY, CONN., TO LENOX, MASS., 73.5 MILES.—One-half the distance is good dirt, the rest macadam. A few miles of sand west of Winsted.

WATERBURY. Go out West Main street; two blocks from Soldiers' Monument turn 90 degrees right into North Willow street. Two blocks beyond turn left on Johnson street; two blocks further again turn right into Waterville street, Waterville road. Direct, turn under railroad to

WATERVILLE, 3 MILES. Go through to end of trolley and straight ahead up the Naugatuck Valley. Immediately beyond Reynolds Bridge (small) railroad station (on left) turn 90 degrees left over single track at grade, on to

REYNOLDS BRIDGE, 7.5 MILES (no town). Leave bridge by sharp right turn across trolley tracks which follow up western side of river. Keep left at old mill, winding but direct road, straight ahead on left side of village park entering

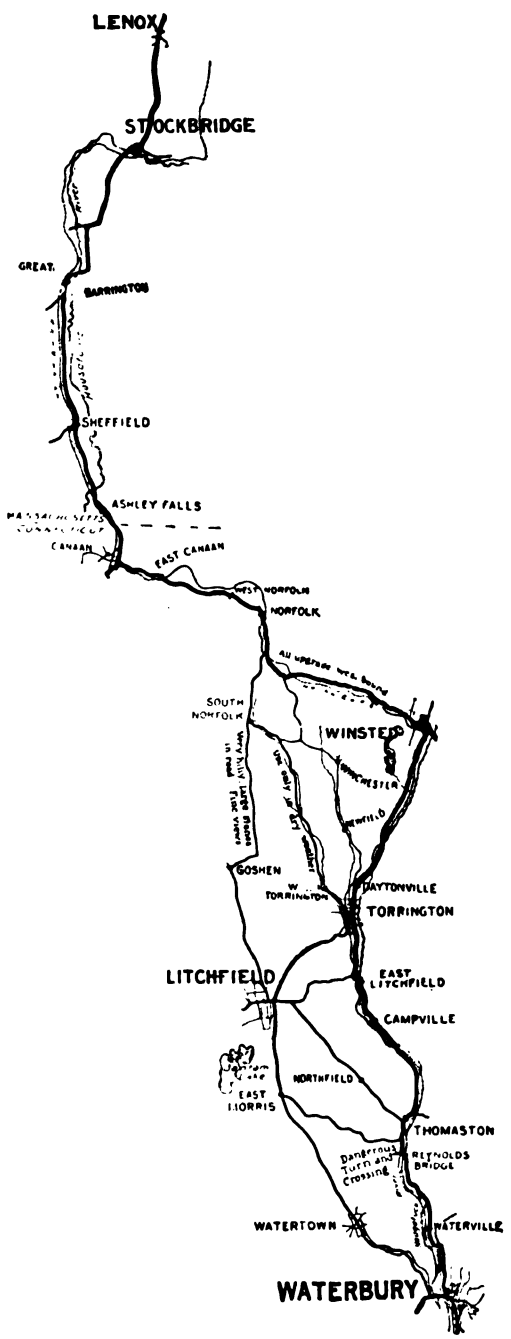
THOMASTON, 9.5 MILES. Follow main road through Fluteville hamlet (3); (caution just beyond for very sharp turn across railroad and river); continue up east side through "Notch" narrow road with many curves. Turn 90 degrees left over second white bridge and immediately right to

EAST LITCHFIELD, 17 MILES. Direct up valley, with general course of railroad, crossing same and meeting trolley, which follow into

TORRINGTON, 20 MILES. Continue through town with trolley, which cross at Daytonville, just above, keeping right with same, winding to Burrville (6). Go under trolley bridge and cross railroad station at Winsted depot; at brick factory with belfry (on left) turn 90 degrees left through

WINSTED, 30.5 MILES. Follow trolley through town, keeping left at fork by stone church, and along river through West Winsted. At sign, "Norfolk 9 miles" (do not take wide macadam at right), bear left, up hill, winding along ravine and through woods. Caution for two sharp, dangerous curves under railroad (Colebrook). Direct on narrow, sandy, uphill road. Go through Four Corners and past pond into "Greenwood's Road East" to

NORFOLK, 49.5 MILES. At farther end of park keep



WATERBURY, CONN., TO LENOX, MASS.

right down grade, turning left at fork, foot of hill. Thence on main road past East Canaan Station (6¼) over railroad track, entering

CANAAN, CONN., 48.5 MILES. Take first right after crossing railroad again, nearly direct north across interstate line and over two small bridges. Keep to right of "Green" to

ASHLEY FALLS, MASS., 51 MILES. Pass marble quarry and cross railroad following same, bearing right from tracks, entering

SHEFFIELD, 54 MILES. Straight ahead through town across iron bridge; at fork, sign "Great Barrington" keep right. Meet trolley, which follow past Fair Grounds (on right) into Main street (macadam) to

GREAT BARRINGTON, 60 MILES. (Speed ordinance.) Go through with trolley; at iron watering trough turn 90 degrees right across Housatonic River. Follow trolley except where tracks leave main road, to foot of Monument Mt.; keep right up steep hill with short winding curves—more level—into

STOCKBRIDGE, 67.5 MILES. Turn 90 degrees right between monument and Red Lion Inn, Main street; at fork just beyond turn left to Episcopal Church (Lenox). Turn left to Monument, to

LENOX, 73.5 MILES.

THIRD SECTION,

LENOX, MASS., TO MANCHESTER, VT.

LENOX, MASS., TO MANCHESTER, VT., 64.5 MILES. Macadam to Pittsfield and a short distance beyond, then good dirt road (no sand) all the rest of the way.

LENOX, MASS. Go north on fine macadam direct into

PITTSFIELD, 6.5 MILES. Go straight ahead past park up North street. At fork take left and follow trolley past Pontoosuc Lake through

LANESBORO, 11.5 MILES. 1½ miles out of village (at blacksmith shop) take left fork and then turn first right (good dirt road, fine views); 4 miles further, at small house (Williamstown sign), turn right and descend long grades to

NEW ASHFORD, 18.5 MILES. Keep right, descend narrow winding road carefully to

SOUTH WILLIAMSTOWN, 22.5 MILES. Turn right and follow macadam along Green River to

WILLIAMSTOWN, MASS., 27.5 MILES. At end of street turn left past Williams College buildings. At Greylock Hotel turn right down hill to end of road, where turn left. Pass under railroad, and follow same down the Hoosic Valley to

POWNAL, VT., 32.5 MILES. Bear 45 degrees left up steep hill (fine view) on narrow road direct through Pownal Centre to

BENNINGTON, 41.5 MILES. Straight through town. Pass Soldiers' Home on right. Cross railroad and iron bridge. Bear right through covered bridge and immediately turn left. Direct across small red bridge. Turn at once right (sign, "South Shaftsbury 2½ miles,"). Cross dangerous railroad crossing and up steep hill with many waterbreaks. Then good dirt road to

SOUTH SHAFTSBURY, 46 MILES. Direct through Shaftsbury Centre to

SHAFTSBURY, 51 MILES. Cross railroad. Shortly take left fork, keeping in valley and follow wires through

ARLINGTON, 56.5 MILES. Two miles beyond at grade crossing and signpost, "Manchester," take left fork to

MANCHESTER, 64.5 MILES.

FOURTH SECTION,

MANCHESTER, VT., TO SUNAPEE LAKE.

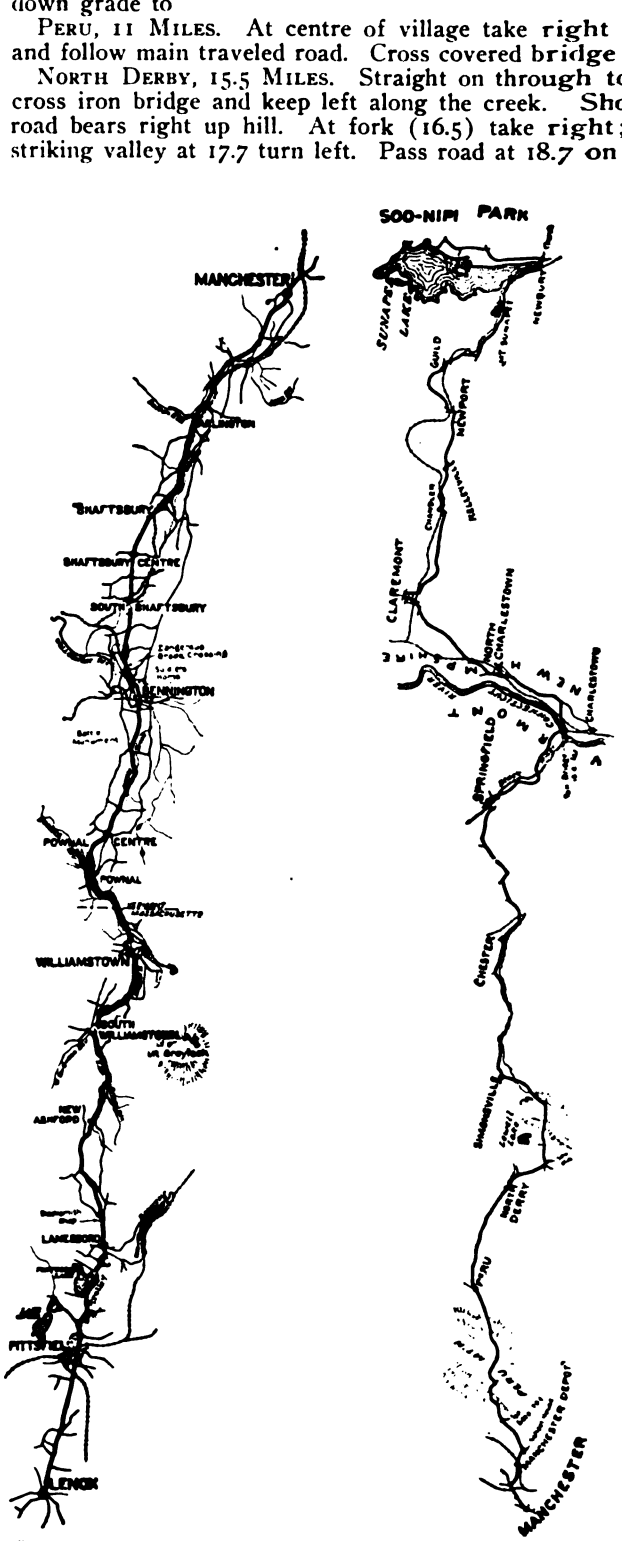
MANCHESTER, VT., TO SUNAPEE LAKE (East Side), N. H., 74.5 MILES. Mostly good dirt roads, two steep hills with many waterbreaks.

MANCHESTER. Leaving the Equinox Hotel go north Main street one block and take right fork. Just bef bridge over creek (1.2) turn sharp right. Cross railro siding into

MANCHESTER DEPOT, 1.8 MILES. Keep straight ahe crossing railroad at 2.3 miles; up grade to schoolho (on right). Turn left and ascend sandy grade, passi through toll gate at 4.9 miles. Direct up over P Mountain, sandy in spots with many waterbreaks. K left at forks to summit of Mountain (8); plain ro down grade to

PERU, 11 MILES. At centre of village take right fo and follow main traveled road. Cross covered bridge i

NORTH DERBY, 15.5 MILES. Straight on through tow cross iron bridge and keep left along the creek. Shor road bears right up hill. At fork (16.5) take right; striking valley at 17.7 turn left. Pass road at 18.7 on le



LENOX, MASS., TO MANCHESTER, VT. MANCHESTER, VT., TO SUNAPEE LAKE.

(sign, "To Lowell's Lake") and ascend steep grade, waterbreaks and sandy. Down grade to

SIMONSVILLE, 22.9 MILES. At brick store (P. O.) bear right, direct on main road to

CHESTER, 29.2 MILES. Just beyond park take right fork, half a mile farther (at drinking fountain) turn left across iron bridge. Shortly beyond cross railroad bridge and pass through covered bridge. Pass through cross roads and keep straight up hill (sandy). Follow main traveled road. Down steep winding hill and cross iron bridge into

SPRINGFIELD, VT., 37.1 MILES. At main street turn right and follow trolley. Cross bridge over Connecticut River (41.3), toll 15 cents, into New Hampshire. Immediately beyond toll house turn sharp left across trolley tracks. Shortly cross railroad, striking macadam road follow same, cross railroad into

NORTH CHARLESTON, N. H., 45.9 MILES. Pass through covered bridge and take right fork up grade, a mile beyond cross railroad and follow macadam road into

CLAREMONT, 51 MILES. At end of street turn right and immediately bear right again into Broad street. At fork take left (Chestnut street). At fork (52.7) take left again and continue direct to Chandlers Mills, where cross railroad twice. Follow river road to

KELLEYVILLE, 57.5 MILES. Turn right. At 59.2 take left fork down steep hill into

NEWPORT, 60 MILES. At end of street turn left, cross railroad and just beyond, at drinking fountain, turn right (Sunapee street), direct to

GUILD, 62.6 MILES. Just out of the village bear right across the railroad and keep main road to left. At 64 miles take right fork (sign, "Goshen 5 miles,"). At end of road (64.6) turn left (sign, "Newbury 5 miles,"), up sandy grade. Pass Mount Sunapee Station at 67.1. Keep along lake front, crossing railroad three times to

NEWBURY, 69.4 MILES. Turn left just before white church and follow lake road. At fork (Soon-Nipi Park Lodge sign) keep left; shortly ascend stiff grade and down to fork. Turn left direct to

SOO-NIPI PARK LODGE.

(*Concluded in July 15 Issue.*)

PITTSBURGERS ENTHUSE OVER TRACK RACES

WITH a whoop and a hurrah, a grand stand full of spectators and an outfit of as grimy, blackened, but still enthusiastic track racers as ever assembled anywhere, motorcycle racing was introduced to the citizens of Pittsburg, Pa., at the Schenley Park oval on June 6. But Pittsburgh is notorious for its smoke and grime, so there was no kick coming on the spectators' part even if the track was dusty and dry as a bone. The local motorcycle club was afraid to use the sprinkle wagon for fear the turns would be made too slippery to negotiate with safety. Experience is the best teacher, however, and the club promises faithfully to wet the dust down next time early in the morning and roll the track into good shape.

The Pittsburgh Motorcycle Club undertook the race meet some weeks ago, and though not very extensively advertised, over 3,000 spectators turned out to witness the fun, and the club members are so highly elated over their success that they are still talking about what happened.

Racing of the "little fellows" was entirely new to most Pittsburghers, but it "took" well, and the riders were cheered again and again as they circled the oval at topmost speed. They fancied it so well, in fact, that after the races were over scores rushed onto the track to get a good look at the machines, the high-powered ones in particular attracting great attention.

The grand stand was filled and the field was dotted with automobiles, while cyclists from all parts of western Pennsylvania were present to witness the speed events.

C. E. Land, with his Reading-Standard machine, was the only rider to take two firsts. He won the three-mile novice in a field of six starters and captured the second event, the ten-mile handicap, with a start of one minute from a field of nine starters. The scratch machine, Indian, with Stanley T. Kellogg up, did not get a place. In this event William Buhley, who finished third, was awarded the time prize.

There were no serious mishaps. One entry, W. W. Amberson, an East End youth, was used up by a plunge in the one-hour race. He was not seriously hurt. Amberson was taken to his home at No. 1127 St. Clair street. He sustained a gash on the face and was severely bruised. Lysle Gieger, in the third event, nearly met with a similar accident. He righted his machine and when he got round to the starter jumped on another. William Buhley, in the one-hour handicap, fell and lost two laps and then tied for fifth place.

The summaries are as follows:

Three-mile Novice—Won by C. E. Land, 2¼-h.p. R.-S.; second, J. H. White, 2¼-h.p. Indian; third, W. E. Buhl, 2¼-h.p. Triumph. Time, 4.48.

Ten-mile Handicap—Won by C E. Land, 6-h.p. R.-S., handicap one minute; second, L. Gieger, 5-h.p. Indian, handicap one minute; third, Wm. Buhley, 6-h.p. R.-S.; fourth A. G. Schmidt, 5-h.p. Indian, handicap one minute. Time, 14.40 2-5.

Five-mile Handicap—Won by W. E. Buhl, 2¼-h.p. Triumph, handicap 1.45; second, C. E. Land, 6-h.p. R.-S., handicap 0.25; third, A. G. Schmidt, 5-h.p. Indian, handicap, 0.25. Time, 6.45 1.5.

Five Miles—Won by Russel Giesey, 3½-h.p. Indian; second, D. W. King, 3½-h.p. M. M.; third, Irwin Natcher, 2¼-h.p. Triumph. Time, 8.13 3-5.

One hour Open Handicap—Won by A. G. Schmidt, 5-h.p. Indian, handicap three laps; second, L. Geiger, 5-h.p. Indian, handicap three laps; third, J. H. White, 3½-h.p. Indian, handicap four laps; fourth, C. E. Land, 6-h.p. R.-S., handicap three laps; fifth, tie between Russel Giesey, 3½-h.p. Indian, handicap seven laps, and W. H. Buhley, 5-h.p. R.-S., scratch.

Consolation Race—Won by Irwin Natcher, 2¼-h.p. Triumph; second, Percy Brown, 2¼-h.p. Triumph. No time taken.

UNDER the auspices of the Waltham Autocycle Club a race meet was held in Central Park, Waltham, Mass., on June 17, which resulted in most of the riders taking part being declared professionals by the F. A. M. The meet was run without sanction, and C. A. Libby of Lynn, the professional pacemaker who is under suspension, was allowed to compete. As an outcome the following New Englanders were transferred to the "Pro." class: Guy M. Green, W. A. F. Estes, R. Thomas, T. Blodgett and Lenaert of Waltham, F. Watkins and W. Brewster of Brockton, Charles F. Anderson of West Newton, and T. Messieur of Haverhill, Mass.

NORTH SHORE OF GREEN POND, N. J

AN IDEAL ONE-DAY OUTING

By AL. BARTSCH

THIS run to Green Pond leads into a scenic section of Jersey that is noted for its natural beauty. The road, with the exception of Hackensack and Paterson, passes through no large towns, but runs through the most picturesque and rural country, which will agreeably surprise those who care to enjoy nature's landscape gardens. If ever there was a short ride which could make you forget all your cares and worriments, this is the one. The roadway is entirely macadam, rolling and winding, with a hill or two on the side to make things interesting, and good stretches aplenty, where the exhilarating air may be allowed to rush by without the fear of the village constable and his always correct (?) stopwatch.

Cross to Jersey over the Fort Lee ferry, foot of 130th street; take the road to your right on leaving ferry house and continue north on the Shore road to and up Fort Lee Hill, very steep and an S curve. Just before reaching the top take left fork up short, steep grade into village of Fort Lee; continue straight ahead over Fort Lee and Englewood turnpike and down hill, crossing trolley tracks to Leonia; crossing railroad tracks (caution) continue straight ahead over meadow road (be careful crossing bridges) up hill and then down, crossing railroad tracks into Bogota. Again crossing railroad tracks Bogota, bear right and continue, crossing bridge and turning sharp right into Bridge street, Hackensack.

Turn right into Main street and continue on brick pavement crossing railroad and trolley tracks to Van Stone's drug store on right; here turn left on Passaic street and continue straight out about 3 miles to Water Wheel and Home of Edward Easton's (president, Columbia Phonograph Company) estate. Here turn left over bridge, then bear right and about distance turn left up grade; continue straight ahead crossing trolley and follow same, crossing steam railroad (be careful generally muddy) past the South Jersey Golf Club, over Passaic River up grade on brick pavement with beautiful East Side Park to right—well worth a visit. You are now on Broad Paterson. Follow trolley tracks, crossing railroad to Main street, the end, and turn right on West (brick pavement). Then bear left on Hamburg av up hill (asphalt strip on side), leave trolley and con straight up hill on macadam, then down and over b into Haledon.

At cross road take right fork up winding hill to P ness Mountain. A backward glimpse here will rev beautiful panorama of the city of Paterson. At the mit take right fork between red rocks, and, ignorin cross roads continue toward Pompton (be careful down first hill of deep gutter at foot opposite the Road Hotel). Reaching Pompton Falls, and cro bridge, notice the broken dam which once held the fa and magnificent Pompton Lakes, now dry. Con straight ahead about a half mile and take left fork, post reading, "Newfoundland 12 miles," through vi of Pompton, over railroad tracks (caution) and ove quannock River and railroad, which you follow thr Bloomingdale.

At hotel take right fork, thereby avoiding Butler short distance up grade (be careful) take sharp left over bridge to Smith Mills, crossing railroad at a tan going up grade with railroad bridge on your right winding road past reservoir, crossing railroad num times into and through Charlottesburg to Newfound

With Brown's Hotel on right (large white struct take sharp left turn and left fork over railroad tr You are now on dirt road and headed for Green Continue on main road, and after about one mile yo see the Green Pond Hill; get a good start, but be m careful of the rocks and the numerous "hog tracks which there are thirty-two in number. Continue up and after going about a quarter of a mile on top, watc

the signpost on right marked, "To the Hotel." Turn here to your right and continue about half a mile, rounding to the left, and you find yourself at the back of the hotel; ride around either side and put your machine in "Nature's Garage," under the trees at the front of hotel, and there you are.

Many riders who have accompanied me to this beautiful spot have likened it to the famous Rangeley Lakes, Maine, and well they may. As you stand on the north shore, which is a beautiful, curved, sandy beach, you feast your eyes on the picture of green, thickly wooded hills on your left, two and a half miles of mirror-like crystal water stretching out ahead and a gigantic, almost perpendicular, wall of moss covered conglomerate rock rising upward 200 feet from the water on your right. You now stand 1,048 feet above tide water, and should have attained the appetite which this spot is known to grant the most fastidious. Entering the hotel you may register, wash up and eat your fill for a dollar each. After digesting your dinner you may either indulge in a row down the lake or climb up the mountain, starting from the back of the icehouse, in front of the hotel. If you are a lover of nature you will do well not to miss either.

The return ride may be made exactly the same as coming out or may be varied from Pompton Lakes, the distance being about the same and the roads probably slightly better.

Continue back as far as Pompton Falls, where you crossed the bridge opposite the broken dam, then take left

NATURE'S GARAGE

OLD MILL AT ARCOLA

turn at Auto Park (gasoline) continue on winding road to Mill Pond Hotel and church at left. Turn left through Oakland; crossing railroad at station descend grade and turn right at the farm and up grade. Take left turn at top, passing small ice cream store, continue straight ahead, bearing left take right turn at white house, then bearing left take left fork and continue ahead downgrade, crossing railroad at Wyckoff. Bearing left, then turn left into Godwin avenue, past Granite Linen Mills, and at triangle turn left and continue through Midland Park, taking left turn and still on Godwin avenue to Ridgewood avenue. Crossing railroad continue straight ahead through town and about one mile out cross bridge and turn right to Arcola and Hackensack. If you care to make the run different altogether, continue straight out, ignoring all turns, to Oradell, then turn right on Main street, take first left down hill, crossing railroad at New Milford Station, passing waterworks continue to end of street, then right and first left to Dumont. At Old South Church, and after crossing railroad, turn right and then 2 miles further on turn left on Liberty road to Englewood. Up Englewood avenue and three hills, take right road at top and continue straight, running out atop of Fort Lee Hill and home once more. The entire ride either way should be about 80 miles and it is well worth a day's time.

No run through Jersey affords such beautiful scenery or magnificent roads, and no dinner spot affords such pleasure and relaxation or clearer mountain air than Green Pond. You will be surprised that such a delightful spot exists so near New York City.

Two Early Shows Coming

MANUFACTURERS and importers will have an opportunity to exhibit 1909 models at two shows in New York City at the beginning of the new year. Both managements of the rival automobile shows have made concessions to tempt the motorcycle trade in the way of space arrangements, and both will have an entire motorcycle section. Madison Square Garden will house the A. L. A. M. exhibit, which is to run from January 16 to 23. The A. M. C. M. A. exhibit will be known as "The Ninth International Automobile Show," and will run from December 31 to January 8. These dates are a big improvement over those of recent shows, though it will leave the whole current year without an exhibit of any kind. But that will be a blessing. There has been too much show, too much fizz.

F. A. M. and A. C. U. Get Together

A STEP forward toward an ultimate agreement between the F. A. M. and England's governing body, the Auto-Cycle Union, has been the outcome of an exchange of communications between the two associations. Secretary Straight of the A. C. U. states that "the union has no desire at all to ignore any records made in America, provided they bear the hallmark of the F. A. M. That is sufficient guarantee for us, and we shall be only too pleased to recognize the records." And further, that he is "only too anxious that this union shall work in accord with the F. A. M.", which makes it appear probable that an understanding may be reached whereby Americans engaged in the trade may compete in England without jeopardizing their amateur standing at home, which was the point which gave rise to the international correspondence.

TIMELY TOPICS

STRENUOUS RUN ELIMINATES ALL BUT FOU

LOS ANGELES, Cal., June 1.—Last Saturday morning thirty-nine motorcyclists left the headquarters of the Los Angeles Motorcycle Club for the third annual contest, each hoping, and most of them expecting, to make the coveted perfect score and get back Sunday night on exact schedule. Four of the thirty-eight finished on time with perfect scores. Many of the other contestants showed up at the finish. Some used the railroad to get home.

A few straggled in from time to time, either from points this side of San Diego, where they had stopped Saturday, or long behind time with hard luck stories. Quite a number will not be home until to-day, a few having essayed to come back from San Diego by the inland route to see that part of the country, and the rest having broken machines at isolated spots.

The lucky veterans are Gus Fink, 7-h.p. Peugeot; W. Frink, Wagner; James Leonette, Thor, and E. L. Parmalee, Harley-Davidson. Messrs. Fink and Frink made perfect scores in the four-day endurance run to San Francisco, and on the round trip to San Diego. Mr. Frink is the only member of the club who has made a perfect score in all three of the club's annual endurance runs.

Gus Fink and James Leonette were the first men started Saturday, and made all controls exactly on time, finishing exactly on the minute with military precision.

Long before 4.15 o'clock, the time set for the first men to arrive, according to schedule, quite a crowd had gathered at the club house of the Motorcycle Club on San Pedro and Thirty-first streets.

Control Keeper Kettle of the San Diego control, a member of the club, was early at the club house, having arrived with J. A. Scott, who had abandoned the run at San Diego, they having caught the morning train.

Scott reported that Lyon, of the club, had reached San Diego with his big N. S. U., crippled by a broken belt pulley.

James Leonette, who secured his new Thor two days before the contest, and who stuck to Gus Fink all the 328 miles, was proud of the work and was highly complimented by his club mates. This was his first experience in a contest of any kind.

E. L. Parmalee, who was one of the four with a perfect score, rode a Harley-Davidson, the only one in the long race, and on the home run from the last control at Anaheim got off the road and went around by Fullerton and Whittier, coming to the club house from the opposite direction of the usual finish.

The most spectacular finish was the ride of J. H. fer, who in the past endurance runs has taken many He had considerable chain trouble on the run, and below Oceanside had had no score card, so was gue at his schedule. From Anaheim he had been without aling chain and thus had no control of the coaster b Having lost time repairing and helping others he up time from Norwalk, doing the last seventeen mil 38 minutes and finishing forty miles an hour. For last 100 yards he sat on the rear mud guard and slid feet on the ground to stop, but did not get his mac stopped until half across the asphalt of San Pedro st ending with a fall.

Fortunately he was not injured. For five miles b Norwalk he had ridden on a soft tire. Unfortunatel arrived just five minutes outside the 10-minute allowa so could not show a perfect score.

C. W. Anderson, who scored in at the finish on at 4.29, riding the last six miles on a flat tire and all last division of twenty-seven miles on a softening lost his perfect score by reaching Oceanside on the d trip 18 minutes late.

Carl Johnson, like Anderson, scored in on time at ish, but could not get a perfect score, as he had lost at one other control by being delayed by an accident.

G. Baylock met with an accident near San Marcus terday, skidding in sand and breaking his front forks crippling his machine.

Quite a party, after finding they had no chance le make a perfect score, gave up the run at San Diego, started back along the interior route.

Probably Scott had the most narrow escape, as he t to make up time on the long Pensaquitas grade. A turned one bend too quickly he went over the bank; ing himself he let his Thor slide down to where a p stopped it, and then waited for some of the others to him get the heavy machine onto the road again.

Among the constantly increasing crowd at the fi was Designer Merkel, of the motorcycle which bears name, who had recently arrived from the east to test a machine on California roads and hills. With him Andrew Thompson Wilson, a motorcycle enthusiast f San Francisco.

Saturday evening all those who reached San Diego w entertained by the San Diego Motorcycle Club with a l quet and reception, followed by speechmaking.

The riders of Waterbury, Conn., are being gotten into line by Mr. E. H. Towle, who will endeavor to form a club. Mr. Towle is the Waterbury Indian agent.

English authority is all to the effect that there are ooo motorcyclists in Great Britain. One very good thority on the American total places it at 30,000.

KELLOGG MAKES NEW TEN MILE RECORD

SPORT-LOVING Buffalonians were forced to sit up and take notice at the big athletic meet at Kenilworth Park on June 6 by the spectacular record-smashing exhibition ten miles made by Stanley T. Kellogg on one of the new 7-h.p. twin Indians. Kellogg simply took the town by storm, and held his immense audience of 15,000 spellbound while he reeled off mile after mile, every one but the first cutting seconds off the best previous records made by P. J. Q. Derkum last February at Los Angeles.

The motorcycle races were the feature of the meet, a postponed Decoration Day athletic carnival held under the auspices of the Buffalo Athletic Association. The B. A. A. does "big things" always, but this was the best ever. In addition to the exhibition there were two other ten-mile events—one for single-cylinder machines and the other a free-for-all. This latter Kellogg also gathered in without exerting himself to any extent.

With the whole assemblage of athletic devotees chirping their approval, Kellogg made his first attempt at lowering the world's record for ten miles to a point some seconds below an even ten minutes, his avowed purpose in coming to the track.

His first attempt was a failure, inasmuch as he was forced to quit after going six miles. He was whirling along at a terrific rate of speed in the back stretch when the tire on the rear wheel burst.

"If the old thing had burst when I was swinging one of the turns there would have been some fun," commented Kellogg afterward. "I am thankful it blew up when I had my machine straightened out. The moment it exploded I shut down and was safe from going through the fence when I reached the far turn in the track."

When the tire blew up Kellogg was six seconds ahead of the best time for the distance, six miles, on a circular track. But he drove back to the grandstand with a grin on his face. He wasn't long in replacing the worthless tire and announced that he'd drive in the ten-mile open and then go after the ten-mile record again.

Hugging the upper frame of his machine closely he took a long flying start over the tape on the first lap of his second attempt. He clung to the rail with a degree of accuracy that was marvelous. His machine fairly flew over the track when the back stretch was reached. When he raced over the tape at the conclusion of the first mile the timers' faces wore expressions of surprise. Kellogg's machine didn't vary much throughout the ten miles. Every mile was ridden in less than a minute.

When the official time was announced, accompanied with the additional news that Kellogg had broken all records from one to ten miles, a great cheer went up from every mother's son at the beautiful track. Kellogg smiled a happy smile when his friends rushed up to meet him as he rode slowly down the stretch.

"Well, that's good," he said with a ring of joy in his voice when an enthusiastic friend told him the time. "I said I'd travel a mile a minute. I made good, too."

The summaries are:

Ten-mile, for single-cylinder machines—Won by Howard H. Ganson, Indian, 11.00 2-5; F. B. Serles, second; C. Welshofer, third.

Ten-mile free-for-all—Won by S. T. Kellogg, Indian, 11.06 1-5; H. H. Ganson, second; F. B. Serles, third.

Ten miles against time—Flying start, by S. T. Kellogg, Indian 7-h.p. twin.

Miles.	Kellogg's Time.	Former Record.
1	0.56 4-5	0.56 2-5
2	1.54	1.55
3	2.51 1-5	2.52
4	3.48 4-5	3.50 1-5
5	4.47 1-5	4.47 3-5
6	5.46 2-5	5.49 2-5
7	6.45	6.53 2-5
8	7.43 2-5	7.58 2-5
9	8.42	9.02 1-5
10	9.40 2-5	10.02

CHICAGO CLUB HOLDS SUCCESSFUL RUN

SOMEWHAT of a surprise was sprung on Windy City motorists when twelve perfect scores were recorded out of a possible sixteen in the Chicago Motorcycle Club's endurance run on June 6 and 7. Few thought that the machines would be able to cover the 300-mile course in two days without severe penalization. Of the four who did not obtain the coveted perfect mark one ran into a dog near Joliet and was put out of commission, one had a crank pin break and penetrate the cylinder and one other had a swarm of tire troubles the first day which netted him 110 points in penalties, but he finished the second day's run—to Chicago Heights, Crown Point, Valparaiso, Hobart, Hammond and back, with a perfect score.

Three teams—the Excelsior, Harley-Davidson and the Thor—finished with perfect scores. The Excelsior victory was notable for the fact that the men—Woodworth, Meiser and Adams—were running to a schedule set ahead for them which called for twenty miles an hour, and the trio were always together.

The Thor outfit deserves a good deal of credit for its perfect showing. Holck ripped the spokes of his rear wheel out when between Crown Point and Valparaiso, but by careful handling and good riding he managed to get to all of the controls on time and finished with a perfect score. The other two men on the team, L. Galtizki and W. L. DuSell, rode perfectly, despite the fact that they got lost between Chicago and the Heights, going to Highlands instead, thus covering twenty-five additional miles.

H. L. Terry and L. Crolius represented the Harley-Davidson and the pair acquitted themselves nobly, not a black mark being recorded against either one. They maintained an easy pace throughout, kept well together and experienced little tire trouble.

Of the multiple cylinder machines in the run, the twin Indian, ridden by J. S. Tormer, and the double-cylinder Merkel, ridden by J. R. Ball of Milwaukee, both finished without trouble.

The perfect scores were: J. A. Turner, Merkel; J. R. Ball, Merkel; L. Galitzki, Thor; J. De Salvo, Armac; H. Holck, Thor; H. L. Terry, Harley-Davidson; L. Crolius, Harley-Davidson; W. L. DuSell, Thor; J. S. Tormey, Indian; Henry Adams, Excelsior; J. S. Woodworth, Excelsior, and George Meiser, Excelsior.

CLUB NEWS

New Club Is Progressive

[illegible] Comes Motorcycle Club [illegible] Mass., with twenty-one [illegible] success beyond expecta- [illegible] to band them together. [illegible] members, riding machines [illegible] first official club run was [illegible] have been continued with [illegible] Sunday and holiday up to the [illegible] runs were on April 19 to Boston, [illegible] returning April 20, and May [illegible] A. M. races, returning on [illegible] are members of the F. A. M. [illegible] list of officers and the machine each [illegible] President, Marsh-Metz. R. S. Smith, [illegible] Standard C. D. Hobart, secretary, [illegible] R. I. Hartwell, treasurer, Reading [illegible] Indian, captain, Indian. Frank Ar- [illegible] Marsh-Metz. Harry Lamphear second [illegible] Standard. H. T. Munsell, standard [illegible] board of directors is: G. A. Tuckey, [illegible] Clark. The club rooms are at 14 Taylor [illegible] coming into the city is invited to drop [illegible] one is at the rooms, go to 585 Main [illegible]

Pa. Men Made a Three-Day Run

[illegible] Motorcycle Club, of Allentown, Pa., made a [illegible] run to Scranton, via Wilkesbarre, taking in the [illegible] at the latter place recently. The party left Friday [illegible] at two o'clock and reached Wilkesbarre at 10.30 [illegible] They made the trip by way of Bethlehem, Nazareth, [illegible] Gap, Ross Common, the Poconos, Bear Creek to [illegible] There they stayed for the night and took in [illegible] hillclimbing contest on Saturday morning. In the after- [illegible] they continued their journey to Scranton by way of [illegible] There they stayed until eight o'clock Sunday morn- [illegible] which they started on the homeward journey by way of [illegible] and Saylorsburg. The party arrived home Sun- [illegible] evening tired but satisfied that they had enjoyed a pleas- [illegible] and beneficial trip. In the party were A. N. Lindenmuth, [illegible] Hassenbuch, S. Lloyd Kline, Henry Shelly, Charles [illegible] and Harry Gieger.

Runs, Suppers and Speeches Mingle

[illegible] run and supper at the Shrewsbury Inn were par- [illegible] by members of the Worcester, Mass., Motor- [illegible] Club on the evening of June 9. At 8 o'clock twenty-three [illegible] of the club sat down to a salad and cold meat sup- [illegible] served by Landlord James E. Ryan, followed by a busi- [illegible] meeting, at which the club voted to admit associate and [illegible] members, the honorary members to be those who [illegible] special service to the club.

Charles H. Metz, Brockton, who gave a talk on "Motor- [illegible] at the last meeting of the club in the State Mutual Restaurant, Worcester, will be the first honorary member. The next meeting will be at the summer home of L. J. Vaudreuil at Lake Quinsigamond, July 14.

Members present were: Lincoln Holland, Charles T. Merrill, Herbert F. Davis, Harold F. Thurston, Lincoln Holland, Jr.; Charles E. Hitchcock, E. R. Creamer, L. J. Vaudreuil, T. H. Labarre, Eveleth V. Hill, William L. McGrath, Albert P. Knight, William H. Fannebring, Axel T. Carlson, F. A. Brook, H. L. Long, W. C. Fish, George T. Clark, J. M. Amsden, Ira C. Coombs, E. A. Wentworth, Howard Clark and William A. Woodward.

Club Events Stimulate Trade

MOTORCYCLING in Los Angeles has been greatly stimulated by the club runs and events conducted this spring by the Los Angeles Motorcycle Club. The club is at present the largest in the West and its membership is steadily increasing. The trade in this city has felt the effects of the boom and deliveries are being made by the local agents just as fast as machines can be delivered, with orders ahead to anticipate factory deliveries for many weeks to come. The development of the motorcycle for business purposes is going ahead rapidly, and it is freely predicted that within two years nearly all of the rapid delivery work now done with one-horse vehicles and on bicycles will be done with motorcycles.

A Pasadena groceryman has had made to order two trailers that he uses in connection with motorcycles, and loads of three hundred pounds are easily pulled over any of the hills in that city. At the same time the wheel is available as a single unit in the soliciting of orders and for use in carrying small articles without the trailer.

A Social Club Organized

A PURELY social motorcycle organization was the outcome of the sumptuous banquet at the University Club, Buffalo, in honor of Stanley T. Kellogg, after his smashing of all ten-mile track records at Kenilworth recently. About fifty Indian riders were present and speeches followed the dinner as a matter of course, the outcome of which was the formation of the Indian Motorcycle Club. Howard Ganson was elected president, Robert Gard vice-president and Fred Hurlburt secretary. It was decided to have no dues or constitution, the intention being to make it purely a social affair, to promote a friendly feeling between motorcyclists and to have country runs twice a month.

TWENTY-EIGHT starters participated in the annual spring run, a double century, of the Concourse Motorcycle Club, New York, on June 7 to Savin Rock, Conn., and return. Captain Maurice P. Sullivan was in charge, and the start was made at 6 a. m. from 162d street and Jerome avenue. Choice of a watch with holder or a pocket ammeter was given each contestant finishing within the prescribed time, and all but one of the starters checked in O. K.

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F. P. PRIAL

LEROY COOK - - - - - - - *Editor*

Advertising

L. H. CORNISH WILLIAM R. SHANNON

Just the People

THE very folks who should motorcycle don't. They are the office sort, brainworkers, all sorts of inside men. They fear the noise, the smell, the vibration. They're nervous. Not so sturdy. They're fearsome, too. What they need above all things is tone, just the thing wise motorcycling would give them. This sort should know that there are machines which are not noisy, machines that glide quietly, so that it is almost as the flight of a bird.

Then, too, there are motorcycles which seem to *swirl* along the road with the bumping reduced to the minimum. If some harum-scarum lad, or a maturer man chock full of the joy of being rushes madly by, h——bent for election, why, don't accept that as the fixed type. There are extremes in motorcycling as in all things. And even at that, the broadminded spectator has a bit of sneaking delight in the wild, noisy flight of the coming race.

The fear of vibration—that, too, is a bugaboo. It's more in the eye of the onlooker than anywhere else. Ever see an auto rush madly over the Newark-Jersey turnpike. Such a leaping, and bumping, and swashing about generally. One would say: Candidates for a sanitarium, surely. But in the evening those brave knights and fair dames turn up chipper as what-not at Sherry's, Rector's, et al, and annihilate birds and dry up champagne as if they had sailed all day o'er summer seas.

So, take heart, ye nervous, saturnine ones. Go have a talk with some sensible seller of motorcycles and have him put you on.

School for Novices

ONE of the defects of this issue—we are perfectly frank, you see—is the lack of practical, helpful hints and information for the novice, for the man who is just starting in. The motorcycle is a marvelous bit of mechanism, still in the period of evolution, and that sometimes means trouble. Oftentimes what seems a most unsolvable problem is an A-B-C proposition to half the boys hanging around the motorcycle agencies of the country. Now, what MOTORCYCLE ILLUSTRATED wants, needs, must have and means to get, is a man, a doctor of motorcycles, a man who can be of real service to the novice. The qualifications are absolute knowledge of the subject—not the lore of colleges, but practical acquaintance with those facts which are at the fingers' end of any skilled motorcycle mechanic, be he builder or repairer. Of course, in addition to that our doctor must have the faculty of stating the same in clear and simple language, so that the reader will not be done to the death with technicalities. That's the sort of man MOTORCYCLE ILLUSTRATED wants. Do any of you know him?

Gathering of the Clans

AS Uncle Sam is busy distributing this paper from Portland to Pasadena, the clans are gathering here in our great city to attend the meet of the Federation of American Motorcyclists. On June 28 and 29 there is an endurance run from Catskill to New York and off on Long Island. On July 1 the meet itself properly starts. The program is varied and has been arranged by experts. The F. A. M. Meet Club will have charge of the entire affair. They will receive the stranger at the Hotel Empire and give him credentials which will entitle him to all the good things. The men in charge of the meet have gone at it broadly, generously. There will be no gouging, no overcharging. You will not be held up at every step. It will be the glad hand, truly, with no charge.

An annual convention of this sort, if properly conceived and effectively carried out, is of immeasurable value to motorcycling. Men foregather from all parts of the country, mingle with each other, have one grand time, and all retire to the home place with a stronger faith. Men of Maine shake hands with hardy sons of Ohio and the tall, sunburnt lads of Kansas. All are boys again, brothers for the time being. And their hosts will be made glad. Altogether it's a few ideal pages torn from the prosaic book of life. May the days of the meet be cloudless and the mornings after endurable.

The Sleep Chasers

ON any of these beautiful June mornings, just at peep of day, a barearmed, bareheaded chap rushes madly up Broadway. We mean upper Broadway, an avenue of homes, and pretty fine homes, too. He's a likely looking enough young chap and "mechanic" is branded all over him. If we had to hire a skilled man, a man with both brain and hands, we'd hire him.

As he flies north it's just a shade past 5 o'clock. In those scores upon scores of apartments people are still abed. And yet this demoniac rushes madly by, muffler wide open. The effect is simply terrific. Pity the poor wretches in those miles of apartment houses, most of them really decent people, many, very many of them too weak to be mechanics. They're only *brain* workers. It's hard, very hard, for thousands of them to go to sleep, let alone *stay* asleep. And yet this highly wrought class are the ones who build enterprises, who originate, who *find* the payrolls and who *pay* the mechanics.

Good, strong, dashing, effective men; rushing to the task eagerly, early, hast thou no pity, no mufflers?

GEORGE M. HENDEE, who is a very believable man, as he always was, says: "One of the gratifying features of our business is the tone of general satisfaction which is expressed over our product." That's noteworthy. Not merely *a* gratifying feature, but the *most* gratifying. General satisfaction! Umph! That's at the bottom of all expansion.

THE BASIC NOTE

THE publisher throws his paper out into the void and says: "It's the best I can do *just now*." Then he waits and wonders. Then, in a day or two, along comes a pure gold letter like this, from a stranger, too: "Dear Friend—Enclosed is a subscription for Mr. William Rathbone, of Randolph, N. Y. That sample copy you sent me won this subscription and another one which I will send anon. The new cover design is a dandy. Wishing you success, etc.,

HORACE H. CROW,
Chamberlain Military Institute,
Randolph, N. Y.

That's the Basic Note of Success
THE LOVE OF THE READER

Rescue the Perishing

READ the experiences of J. M. B. in this issue. They are practical, helpful, to the point. The problems solved and told by J. M. B. will help others. Have you had troubles, and have you conquered them; and if so, how? Will you please tell others. On a recent Sunday—this is a fact—a practical, know-how, goodhearted motorcyclist of Gotham met a stranded brother on a sandy, country road. No, it was not in New Jersey. The chap was blue in the face from heat, anger and profanity. He would lug, push or cart the darned old thing home and never, no, never again would he ride. The knowing New Yorker put him right in a jiffy and they both rode off smiling together. Yes, we have all sorts of space for the J. M. B. kind of stuff.

Kind Words are Coronets

WE inject into this issue, somewhat timorously, a nosegay of testimonials, stripped to the bone for brevity. They are published solely to inspire confidence in the cautious stranger. The cautious stranger is of two kinds—the probable subscriber and the probable advertiser. It is to hearten up these that we publish the collection, though we blush in the act. The testimonials are, some from strangers, some from friends. Some praise the publisher, others the paper. At any rate the sum and substance of the whole thing is that, in sporting parlance, the subscriber and advertiser may fairly expect a good run for their money. And now, no more forever will any personal note be sounded in these pages. Not promise but performance must play the star part in the future.

A Typical Case

HE rode the ordinary bicycle for eighteen years; was, in fact, one of the old brigade; by name, George Barnes, of the fine town of Greenwich, Conn. But early in May he bought a Marsh-Metz, and oh! such great sport as he has had. In the Grand Central Depot he picked up a copy of MOTORCYCLE ILLUSTRATED, dropped in and subscribed, of course. He is genial. He said: "No more pedaling for me. I've had lots of fun with my M.-M., and, believe me, no trouble at all. I've been going round and about everywhere through our lovely country. The other day I ran from Hempstead, which is on Long Island, to my home in Greenwich in two hours and four minutes. It shades nearly fifty miles and then one has creep through New York, too."

On Friday, July 31, Mr. Barnes will leave Greenw for a trip to Boston, stopping at Hartford, and maki the Hub on Sunday night. He goes to attend the gra annual gathering of the Knights of Pythias, who expected to foregather there 30,000 strong. If any gent man, who is also a good fellow, wants to join in, M Barnes would not object. By the by, there are only ab a dozen of the clan at Greenwich. It seems they rather of a tenderfoot breed down that way. The Gre wich agent is Minchen, the garage man. He handles Indian and the M.-M.

Correspondents Wanted

AFTER we get going strong, which will probably some time yet, MOTORCYCLE ILLUSTRATED will be ited on as broad lines as possible. We want lig fluffy, chatty stuff. We want all sorts of good pictur By good we mean interesting. We want much touri matter. Nothing is more interesting than the story of tour, especially if there be some rough-house work throw in. If these are especially well written we shall be gl to pay for them. We also want heavy technical stuff. W wish to mirror the story of motorcycle evolution, wheth it concerns the entire machine or merely a part of it. W want all such matter as is indicated above. We hope o friends will favor us. In any event this paper will nev aim to be formal or over-dignified; on the contrary, it w strive to be simple, personal and intimate.

An Ideal Tour

INVADE New England some time. See maps and i structions in this issue. They cover 1,000 miles. N England is all hill, and valley, and stream. Rugg New England—so well named, so full of quiet, still li The characteristic of New England scenery is that it *moral*. No wonder Emerson and Whittier grew the Do it some time. Give over the inanities of the popul resort by shore or in mountain. Take a friend or two a make the journey outlined. It will sweep the cobwebs o of your headpiece. New England is old, quiet, hard a sweet. It's like a wise old man. Emerson's sentient fa typifies the austere beauty of this country.

A Word to the Wise

FIVE days in jail and a fine of $10 was the senten given by Judge Mathewson, New Haven, Conn., Israel Schwartz, arrested June 7 for speeding a m torcycle in Orange street. Patrolman Tiernan, the bicyc cop, declared that he had timed Schwartz and that h speed averaged fully thirty miles an hour directly throu the center of the city. Schwartz protested that it w much lower, and when the jail term was given he took appeal to the higher courts.

LEST YE FORGET

All that has been done for motorcycling in America has been done by the Federation of American Motorcyclists. The motorcyclists of America owe it a debt that all possessed of the proper spirit should be glad to partly repay by enrolling themselves in its ranks. Its interests are their interests, and it is working for them all the while.

QUESTIONS & ANSWERS

"Ananias Club" Needs Smith

Editor MOTORCYCLE ILLUSTRATED:—The letter of "Veteran Verick," regarding the time made by Wm. E. Smith from Baltimore to New York, as described in his letter in the ebruary issue, was certainly to the point. This "Indian," so-called, was really an old machine rebuilt, with an Indian name plate, had no grip control, no yielding sprocket and had only cheap bicycle tires. It was raffled off only because no one would buy it. In view of these facts, it is evident that Mr. Smith is trying a joke on MOTORCYCLE's readers.

However, there should be a special branch of the "Ananias Club" for some motorcyclists, for their yarns beat fish stories all hollow.

As I have been motorcycling for four years, and now have my second machine, perhaps some of my experiences may be of use to some of the newer riders.

I first had a popular countershaft chain-drive machine, with a tadpole-tail tank, and I had all kinds of trouble with chains breaking and tank leaking, etc., but these faults are obviated in later machines of the same make. I now have an Armac, which has some very good points, namely, position of engine, tank, use of standard dry cells, two-post handle-bar, and the fact that the cylinder, with valves, may be removed without disturbing the crank case on the frame.

Recently, when about thirty miles from home ,just after a hot run, I heard an unusual noise in the engine and found it very stiff to turn. I then had a horrible vision of pedaling to the nearest railroad station. However, not discouraged, I went behind the nearest barn, took the cylinder off, and fixed the trouble before the engine was cold. The trouble was caused by one of the little ends of a square lap-jointed piston ring breaking off and slipping under the other part of the ring, making it very tight in the cylinder. After putting cylinder on, I arrived at my destination, ten miles further on, only twenty minutes behind my companion, who did not stop.

Another trouble was with the wrist pin set screw, which would not stay in place. The wrist pin on this machine is fast in the end of the connecting rod, and turns in bosses in the piston. To prevent the screw from dropping out, as it did twice, I drilled two small holes in the web of the connecting rod at the top, and a hole through each side of the head of the set screw. After screwing the screw in hard I put a piece of stiff wire through the most convenient hole in the set screw, and put one end in one hole in the rod and the other end in the other, clinching them over. The screw would still work loose, but it could not drop out. Then I had a new pin made, a good driving fit in the rod, and the screw has not come loose since.

In this motor the circuit breaker cam is above the contact points, and oil would run down the blade to the points, causing misfiring. This was easily overcome by soldering a strip of tin about ⅛ inch high across the blade, between the cam and the contact points, causing the oil to run off the sides instead of on the points. I have never stopped on the road to clean contact points since.

A fault with this machine is that the lower end of the cylinder is entirely open to the crank case, causing the cylinder to get too much oil, so that in two or three hundred miles the piston and cylinder head had enough carbon to interfere with good running. I put a sheet metal baffle plate inside the crank case, and this permits the use of enough oil in the crank case to lubricate all bearings without excess in the cylinder.

The muffler on my machine gives considerable back pressure and a cutout on the short union tube between the cylinder and the lower or curved frame tube, is a great help on stiff hills.

I am now using a Curtiss belt, which is a fine transmission and gives no trouble.

I have used both belt and chain, and the belt I have now is the best thing I have struck, although the roller chain is a great improvement over the chain I had. The belt is the most agreeable to ride on, by far.

I have also had considerable experience with a 1¾-h.p. Metz, Thor engine, direct chain drive. The original chain, an ordinary ¼-1¼-inch pitch, would lash around violently, jump the large sprocket, break, and give all kinds of trouble. A heavy ⅜-1 inch pitch Baldwin detachable chain cured all the trouble. It runs smoothly without the lashing of the light chain and is very durable. This chain will not go on the five-tooth engine sprocket, but works well with a six and forty-tooth combination.

Hoping the above hints may be of some use to those having similar troubles, I am,

Yours truly,

J. M. B.

Again The Perfect Machine

I SAW in your May issue Mr. L. Fountain's specifications of a perfect motorcycle. Kindly allow me space to give my ideas on same and I hope others will also do so.

Single-cylinder 3-h.p.; motor, Thor or Indian; carbureter, Hedstrom; control, Indian double grip; muffler, Indian or Thor; frame 22-inch with tank part of frame as Armac; fork, two-post, as Armac, with cushion or springs; wheels, 28 in.; wheel base 54 in. to 56 in.; tires, 2½ in. by 28 in., with Bailey tread; transmission, V belt, endless with idler and two-speed pulley with gear ratios of four and eight to one; brake, Morrow coaster or Corbin; saddle, Persons; ignition, battery in tube as in Armac; coil, Splitdorf; loop frame with exhaust independent from frame.

Very truly yours,

J. E. BATES, F. A. M. 733.

Spirit Lake, Idaho.

Try Either Agent

Editor MOTORCYCLE: Will you kindly let me know through your paper the names of any dealers who sell Indians (new or second hand) on instalments? Thanking you in advance, I am, very truly,

JERSEY CITY READER.

We think you can make satisfactory arrangements with either the Hudson County Auto Company, who are selling agents for the Indian in Jersey City, or with F. A. Baker & Co., 37 Warren street, New York City.

Wants the Best

Henry Tholen, of Victoria, Kan., writes: "Please let me know what you think is the best motorcycle I can buy for country use, regardless of price." A very good chance for the manufacturers to find out what kind of a country Mr. Tholen means, and to tell him why their particular machine is best suited for that kind of country.

Goods Roads Committee Appointed

THE national committee in charge of the first annual good roads and legislative convention, shortly to convene in Buffalo, N. Y., will consist of the following: Edgar B. Cooper, Philadelphia, chairman of the good roads board; chairman; Ex-governor Nahum J. Bachelder, Concord, N. H., master of the National Grange; James H. MacDonald, Hartford, Conn., president of the American Roadmakers' Association; Charles Thaddeus Terry, New York, chairman of the legislative board; S. D. Waldon, Detroit, representing the National Association of Automobile Manufacturers; Frank B. Hower, Buffalo, chairman of the touring board, American Automobile Association; Alfred Reeves, New York, representing the American Motor Car Manufacturers' Association, and William F. Hotchkiss, Buffalo, president of the American Automobile Association, ex officio.

Cooperating with this committee are the national officers of the American Automobile Association, the secretary of which body, Frederick H. Elliott of New York, will be in Buffalo for several weeks prior to the convention, in charge of headquarters there. The national committee will also be assisted by local committees appointed from the Automobile Club of Buffalo, one of the most important of which will maintain an information bureau and have charge of booking arrangements, both in hotels and garages.

This convention will emphasize the community of interest existing between farmers, state highway officials and motorists in the cause of improved roads, the best methods of constructing them and the surest means for their preservation. The most important subject for discussion at the convention will be that of state aid for state highways, and a majority of the speakers will be members of the American Roadmakers' Association. Among these will be President James H. MacDonald, Highway Commissioner of Connecticut, generally recognized as the leading authority on this subject in the United States, and who will, during the convention, give an illustrated lecture on road building, using charts which he has especially prepared for the work. The first session of the convention will be devoted to a discussion of legislative matters having to do particularly with motor vehicle law.

Club Undertakes Big Task

NEW JERSEY'S motor vehicle legislation is to receive a blow from within its own fold, and from an infant organization at that. The New Jersey Motorcycle Club, "Senator" W. J. Morgan, president, has undertaken the task of having legal matters relative to motorcycle use in Jersey's highways brought to a point at once, and a test case is to be taken to the courts. The announcement of this step is contained in the following circular, recently sent out by the club:

The motorcyclists of the state of New Jersey, like the statesmen of former days, know what they want in the matter of legislation, and if it is unfavorable to them they propose to have it amended to suit their views. In line with this view the New Jersey Motorcycle Club has decided itself in the support of a test case to try before the courts of last resort, if necessary, the constitutionality of the automobile law of the state of New Jersey and particularly its recent amendments. At the last meeting of the New Jersey Motorcycle Club the following resolutions were adopted:

Whereas, The Automobile Law of the state of New Jersey and the several amendments thereto passed by the Legislature of 1906, class legislation of the most obnoxious guise of police

Resolved, That this club appoint a committee of t whole, in conjunction with other motoring bodies, to rai funds to test legally the constitutionality of the sumptua automobile legislation of this state; and be it further

Resolved, That it is high time that the motorists of th state and all of those interested and connected with th sport and the industry stand and be counted, so that the next coming election we may help to elect senators an representatives to the Legislature who will represent ou views, and thus also demonstrate to the leaders of bo political parties that the motorists of this state hold th balance of power in any election.

Speed-Traps Galore

ANOTHER Jersey speed trap has been sprung on un suspecting riders and drivers in the village of Ne Providence, just west of the West Summit Statio on Springfield avenue, which runs through Summit an Berkeley Heights. The trap is worked by a single in dividual with a stop watch, who times riders as they com into view around a bend in the road, and again as the come to the junction of Springfield avenue with anothe road entering it diagonally from the northeast. If this dis tance is covered at a speed greater than fifteen miles a hour you are stopped and charged with violating tha section of the law limiting the speed of automobiles t fifteen miles an hour at "prominent intersections." Th village is hardly large enough to appear on the map, an ordinary road speeds through it are perfectly safe. Ther are no cautioning signs.

WARNINGS issued by the Bureau of Tours of th Automobile Club of America call attention to th enforcements of the speed limit on the Boston Po road through Larchmont, at Echo, Lake Millwood through Harts Corners on the road to White Plains, nea entrance to New York Athletic Club grounds at Pelhan Manor, at Ardsley on Sawmill River road. Hillside ave nue and Merrick road, Jamaica, L. I., are still patrolle by uniformed bicycle police. The open country betwee Metuchen and New Brunswick is closely watched, while i Pennsylvania, at Matamoras, opposite Port Jervis; a Langhorne, and around Gettysburg the speed limit is rig idly enforced.

FROM Pittsburg, Pa., comes a warning to beware th Cheswick trap established on the Freeport road, be tween the substation of Harmarville and Cheswick i Harmar township, on that part of the road known as th "Denny stretch." The authorities are becoming very ac tive and intend arresting all motorists who violate the la by exceeding the speed limit of twelve miles per hour.

OMAHA, Neb., held its first hill climb on Decoratio Day up the grade on Davenport avenue, from Sev enteenth to Twenty-first streets. F. E. Tompkin on a Thor won first and Ralph Bates on a Reading-Stand ard won second. There were fourteen starters.

A POLICE trap has been set for speeders in the out skirts of New Brunswick, on the Metuchen road just after making the turn at the beginning of th five-mile straightaway stretch. Motorcyclists, take warn ing.

TO HIM WHO HATH

"Pleased to hear that MOTORCYCLE ILLUSTRATED is to become a semi-monthly and feel that the party now at the head of it is the right one to bring it to the front. This gentleman used to publish a splendid bicycling paper, of which I have several hundred pounds in my attic."—E. M. ESTERBROOK. Ah! that was ages ago; then quantity counted for too much, now quality is the thing.

"Permit me to say that I am delighted, in the true Rooseveltian sense, to hear that you have taken hold of MOTORCYCLE ILLUSTRATED, with the purpose of placing it where it should be, which is at the front."—REV. LEONARD W. DOOLAN, Pastor Highland Baptist Church, Louisville, Ky.

N. S. U.: "We note with great pleasure that the paper has been considerably improved already. Have no doubt that MOTORCYCLE ILLUSTRATED will soon be what every motorcyclist and the trade are looking for. Wish you success."—E. H. KICHERER, Vice-President.

GEORGE M. HENDEE. Very big in this business, and modest, too: "I learn with a great deal of pleasure and satisfaction that you have bought MOTORCYCLE ILLUSTRATED, and assure you of our support, and send you kindest regards."

CHICAGO: "Am an ardent supporter of MOTORCYCLE ILLUSTRATED and would like to receive it weekly instead of monthly."—A. W. JOHNSON. Well, we've compromised. We've made it twice a month.

"While in the shop of Hoyland Smith, New Bedford, Mass. (good old Hoyland), I picked up the new paper and was very much pleased. I enclose subscription."—HAROLD STEADMAN, South Wexford, Mass.

DR. WALZ, of Pittsburg, Pa.: "Congratulations. Saw May issue. Thought some change was going on." Oh! May was nothing, June was better, and then there's July. Merely a case of evolution.

CHARLES P. ROOT, Chicago, Ill. Editor, journalist, motorist for these twenty years: Couldn't print Root's letter. It is too much. If printed, some would say: "He (F. P. P.) has a swelled head"—which certainly is not so.

"Very favorably impressed. Believe MOTORCYCLE ILLUSTRATED is the best publication on motorcycles that ever was seen. Enclose subscription."—MILLER BROS., Miami Springs, New Mexico.

"With best wishes."—OVINGTON (there's only one).

PERSONS MFG. CO.: "Accept our congratulations. Glad MOTORCYCLE ILLUSTRATED has fallen into such excellent hands. We see ahead of you a career of great success."

"Your valuable sample copy received. It is of great merit. Every live motorcyclist should take MOTORCYCLE ILLUSTRATED. I enclose subscription."—HUBERT L. MILLER, Danville, Ill.

"I note with interest improvement in paper. I wish you success with the semi-monthly."—HAROLD M. NEILL, Mt. Airy, Pa.

WORCESTER, Mass.: "Congratulations. Name familiar on cycle papers, 1882 to date."—LINCOLN HOLLAND. Holland is a cyclist dated from Adam's time, cyclingly speaking.

MORE OVINGTON: "My, what a difference! Didn't recognize it at first. Thought it was a newcomer in the field. Keep it up and you will have every motorcyclist with a drop of real blood in his veins on your subscription list. Best wishes and kindest regards."

NEW DEPARTURE MFG. CO., Bristol, Conn., Mr. C. F. Olin: "June number of MOTORCYCLE received. Congratulations on improvement already shown."

"We consider your publication exceedingly well gotten up and of great interest to all motorcycle dealers. We enclose subscription."—PICKERING HARDWARE CO., Cincinnati.

KANSAS, Salesburg, S. W. Shaw: "I subscribe. Think MOTORCYCLE ILLUSTRATED should be in the hands of every motorcyclist." That's what we think, too.

GEORGE P. JENKINS, 10 W. Sixtieth St.: "I wish to compliment you on the rejuvenated MOTORCYCLE. I enclose a subscription. Wish you the best of success."

From BERKELEY, Cal.: "Think MOTORCYCLE ILLUSTRATED the best paper published and wish it every success."—RAPHAEL RAUX.

EVERETT, Wash.: "Paper very interesting. Wish you best of success."—BERT F. DEAN. Thanks! Herbert, or is it Bertram?

F. W. ANDERSON, Albany, N. Y., agent for Indian and Curtiss: "June issue received. You are on right track. Paper is full of life." Well, it'll be fuller.

PROGRESSIVE MFG. CO., Torrington, Conn., Mr. G. E. Hammann: "Wish you success in your new venture."

"Am glad to know there is such a paper. Enclosed find my dollar, etc."—W. S. LEIGH, Clinton, N. J. (We found it.)

DURYEA (Reading, Pa.), C. E.: "Pleased to know you are back in cycling again, and wish you all sorts of prosperity."

ARTHUR DAVIDSON, Harley-Davidson Motor Co.: "We wish you and your magazine every success.

J. S. BRETZ, Times Building, N. Y.: "Wish you the greatest success."

D. J. POST, Veeder Co., Hartford: "Wish you all kinds of good luck in your new venture."

WHIPPLE, the motorcycle man, Chicago: "Congratulations." Since then Whipple has been firing in the subs.

THE PRACTICAL SIDE

Delivery Efficiency Increased

DETROIT, Mich.—Supt. Chas. C. Kellogg, of the Detroit Post Office Registry Department, who has in charge also the special delivery service, has increased the efficiency of his departments to a great extent during the past year by the use of motorcycles for delivery purposes. In a statement recently made he said:

"We use only the substitute carriers for the work, employing 18 of them as against 24 boys, when boys did the work. The service is much improved. in fact, it has been so successful that the department has issued instructions to use substitute carriers in place of boys as fast as the latter quit the service. There is something ahead for the substitute and he works with that in view, consequently the deliveries are quickly and intelligently made.

"The government insists that all the special delivery carriers have bicycles, and with the little gasoline flyers, they find that they can cover more ground in less time and without the strain on themselves. It costs $2 to $3 a month extra to keep up the motorcycles, but they more than make this up.

"The special delivery force will average from $40 to $50 a month, which is more than the substitutes make when working for the other carriers who are absent on vacations or other causes. Business is increasing because merchants and others who use the service understand that it has improved wonderfully in the last year."

Buys Machine for "Trouble-Man"

MARLBORO, Mass.—The New England Telephone & Telegraph Company has dealt another blow to that portion of its kicker class which lives in Marlboro and Hudson. A motorcycle is the last aim at a knockout, and although it may not reach the vital point, it will cause the officials to seek the Morris chair of contentment oftener than has hitherto been the custom.

The cycle is for the use of a man who is looking for trouble, and although such a person is not generally looked upon as a desirable annex of a pacific feeling corporation, yet this man is as highly regarded by patrons of the company. While he is called a trouble man, his business is to find the trouble and then to obliterate it. In other words he is commissioned to find the troubles that cause the meek to worry and the more strenuous to say words that have lost currency in polite society.

Leon Boardman is the trouble man connected with Marlboro Central and the field of his missionary efforts extends all over Marlboro and Hudson.

Telephone Company Saves Money

HERE are some figures on motorcycle expense as to maintenance, repairs, etc., which are better than several columns of argument on the efficiency and economy of the "little fellows." A Colorado telephone company has been using a machine for half a year, and has recently compiled data on this subject, covering several months. The record for November and December, being the most trying months of the year, will be read with interest. Accurate accounting was made not only for gasoline, oil and repairs, but even of the time spent in grooming the machine. On this basis the total expense for November was $17. The total number of bad days was fifteen, and the trips made aggregated 417 miles. The livery expense saved was $52.50. Owing to the h average of speed maintained there was a saving of la amounting to thirty-eight hours, equal to $10.50. The saving for the month was $46. The mileage for Decem was 247, with a net saving for the month of $24.

New Mounts for Milk Inspectors

COMMENCING with the first week of June, two of t horse-drawn buggies used by the Milk Inspection Bure of Queens County, Long Island, were replaced by moto cycles, and they have already proven their greater efficien The duty of the bureau and its inspectors is in part to ri around the borough early in the morning, watching for mi dealers who sell adulterated milk, and to destroy that whi is found to be below the standard. It has frequently happen that they were on the trail of dealers, and were about overtake them, when the milkmen, perceiving their pursue lashed their horses and drove off at full speed, usually e caping. Inspector J. J. Clarke and Assistant Chas. E. Clan have the new mounts, and there will be no more gettin away from these two men.

Gas Company Betters Its Service

MILWAUKEE, Wis.—An extremely interesting use f motorcycles has been figured out by the Milwaukee G Light Company, which adds greatly to the service it render With the monthly bills the company sends out a post ca showing the free service the company undertakes for i patrons. This service has to do with adjustments of rang burners, gaslight mantles and the many other gas problem which the woman of the house is often called upon to solv When the help of the company's experts is needed, the p tron drops the card into the nearest letter box. From 10 t 30 cards are in the company's mail every morning, and force of six motorcycle-mounted burner men starts out visit the trouble centers. In addition to this sort of servic the machines are utilized in many other ways that save tim and money for the company.

Tricar Ousts Horse

BERKELEY, Cal., June 7.—Tests made here recently in th presence of Postmaster C. A. Merrill and governme postal authorities having demonstrated the efficiency of a tr car over the horse and cart used for city and rural post delivery, it has been decided that the machine shall repla the old method of mail distribution.

Postmaster Merrill in trial tests over 14 miles of hillsid roads in the fashionable residence part of North Berkele found that the distance was easily made by the tricar in tw hours. The best that a horse hauling a cart full of ma over the route could do was four and a half hours.

HICKMAN'S QUICK DELIVERY in Reading, Pa., co sists of a standard R.-S. with tricar attachment, and th little outfit has proven very satisfactory. This is only one many similar equipments in this city, all of which are doin good work.

New Two-Speed Free Engine

A STRONG bid for popularity with motorcycle riders is being made by the new two-speed and free engine Minneapolis product described and illustrated herewith. With the varying road conditions throughout the United States and the long, hard grades frequently encountered, two speeds are not only desirable, but, on some occasions, an absolute necessity. The machine is marketed under the trade name "Minneapolis" and is manufactured by the Minneapolis Motorcycle Company, 517 South Seventh street, Minneapolis, Minn.

The two-speed and free engine device consists of a small planetary change gear of a special design placed on the countershaft, which is journaled within the cylindrical casing. The journals are of the approved ball-bearing type and eccentrically situated in the head plates as shown to permit chain adjustment. The adjustment of the chain is accomplished by loosening three bolts, the heads of which are shown in cut, and turning the head plates to right or left as desired. This movement does not affect the working of the pronged shifting lever which is pivoted to swing two ways.

The device on the countershaft consists of an internal gear, loosely mounted on the shaft, four small spur gears on a spider meshing into it, a center or drive pinion keyed to the shaft, two individual clutches and a pronged lever that operates both clutches. The high-speed clutch is held normally in place by a coil spring around the shaft and always revolving with it, thereby eliminating all friction. The friction from the thrust, which is required to release this clutch and set the low-speed clutch, is overcome by using a ball thrust bearing in the shifting collar.

When the control lever on the fore part of the machine is away back, the high speed clutch is normally set, when in a central position both clutches are released, which gives a free engine. By shoving the control lever well forward the second clutch engages the cone-shaped, leather-faced surface of the internal gear, and holds it fast, thereby producing the reduced gear through the small pinions and the revolving spider which is connected to the sprocket outside of the case. This clutch may be set to grip firmly or to slip slightly as the rider desires, by use of the ratchet lever.

The transmission case is oil-tight and when carrying about one-half cup of oil assures perfect lubrication of all parts of the gear. Experience has shown that one-half cup of oil is sufficient for 75 to 100 miles. The main bearing on right side is screwed into the head plate and held secure by a lock nut.

This affords a handy way of adjusting the main bearings. The cut also shows how crank shaft is eccentrically hung to permit adjustment of pedal chain. ¼x⅝ pitch roller chain is used on pedal side as well as motor side, so they may be interchanged in case of emergency.

This device does not make the motorcycle clumsy or freakish looking. There are no side projections to require the cranks to be bent outward more than on the regular machine. On the whole, this two-speed and free engine device is a model of perfection and durable in the extreme. This achievement is the result of a year and a half of ceaseless labor and expensive experimenting by its inventor, J. M. Michaelson, a skilled mechanical draftsman by trade, who has been a motorcycle rider for many years.

Specifications of the single-cylinder Model A machine are as follows: Frame—The approved double horizontal bar with loop. Transmission case made part of frame in a substantial way; special Sager spring fork. Motor—Special Thiem 3 h.p. Transmission—¼x⅝ pitch roller chains with the Michaelson patent two-speed and free engine transmission on countershaft; pedal chain also ¼x⅝ pitch roller type so that it may be used for motor side in case of emergency. Wheels—28-inch. Tires—Regular equipment 2¼ G. & J. or Morgan & Wright. Lubrication—By sight feed oilers to transmission case and motor. Carbureter—Schebler or Breeze. Ignition—Jump spark, three standard No. 6 dry batteries. Control—Double grip; right grip controls spark advance, left grip operates throttle: transmission gear is operated by a single lever in a convenient position on fore part of machine. Saddle—Persons, Mesinger or Troxel. Brake—Special Thor or Morrow. Tanks—Gasoline; heavy sheet metal; capacity 2 gallons; oil tanks, 2 quarts; large filler tops. Wheel Base—55 Inches. Speed—6 to 45 miles per hour on high gear; 0 to 15 miles per hour on low gear. Finish—Jet black, with nickeled rims and mud guards; all other trimmings nickeled also; polished aluminum head plates on transmission case; special colors to order. Weight—140 pounds; shipping weight, 200 pounds. Price—$235.00.

A catalogue giving complete description and sectional views of the transmission is in preparation and will be mailed on request to MOTORCYCLE ILLUSTRATED readers. Write for it.

A New Non-Skid

THE N. S. U. Motor Company have recently placed on the market an anti-skid device which consists of eight pairs of hooks fastened at regular intervals to the rear wheel rim. For each pair of hooks a leather band about 3½ inches wide is provided, which is easily placed in position if the tire be slightly deflated. The bands are provided in the centre with square metal plates, having rectangular projections. The result is that safety on greasy roads is assured and danger of slipping on stone sets minimized, owing to the amount of rubber exposed being greater than the amount of studded leather. These non-skids need only be used in cases of emergency, as they are so quickly removable, and, moreover, they do not interfere to any extent with the resiliency of the tire or detract from the power of the engine. Provided the rims will permit of it, the non-skids in question may be fixed to any make of machine. When not in use, the bands can be detached and stowed away. Not only the bands, but also the studs, may be renewed when worn. The device seems to be distinctly a practical one, and quite worthy of this enterprising firm.

A Brake that Satisfies

THE New Departure Manufacturing Company, of Bristol, Conn., is having splendid success with its coaster brake for motorcycles, either chain or belt drive. Ever since the motorcycle idea began to gather force, there has been expressed by motorcyclists a desire for a dependable device that would do for the motorcycle what the coaster brake has done for the bicycle, to wit, reduce the liability of accidents to a minimum, increase the life of the machine and double the pleasure of cycling. It follows, as a matter of course, that the New Departure people answered this call of the motorcyclist.

For years this company has manufactured the very popular and satisfactory New Departure coaster brake for bicycles. Early in the experimental stages, the New Departure people built a motorcycle coaster brake that would do the work sought, under ordinary circumstances and for a limited time, but the New Departure company never stops at the "it will do" point. The company continued its experiments until it has developed a coaster brake that is a little stronger, a little better than it need be under all circumstances. This means that a motorcyclist who uses a New Departure coaster brake can place absolute confidence in it.

The New Departure Co. believe that the mechanical principle so long used in the New Departure brake for bicycles is the only successful principle for such a device. This principle has been worked out in the motorcycle coaster brake. Each of the few parts was made strong to withstand the additional strain, and no less than six steel brake rings were placed in the drum chamber. For the chain-drive machine, the keyed sprocket was provided. This is a very important improvement.

Since the opening of the present season the demand for New Departures has been very great and designers, master mechanics and workmen in many of the leading manufactories of motorcycles are riding New Departures and are daily expressing to the firm their absolute satisfaction with them.

It would seem from this that the New Departure people have solved one very important problem for the motorcyclist, and in doing so they have advanced motorcycle interests very materially. The New Departure Manufacturing Company will be represented at the F. A. M. meet by H. T. Scott. Motorcyclists who are interested should write to the company at Bristol, Conn. for a catalogue.

New Merkel Twin Is Powerful

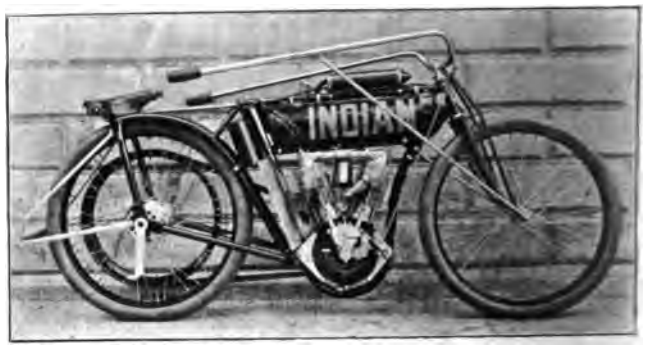
J. F. MERKEL, maker of the Merkel motorcycle, has been making an extended tour of the far west, and while in Los Angeles recently showed riders how to make the ascent of the now famous Bairdstown hill. Mr. Merkel was showing his new twin-cylinder machine to a party of local motorists, when he was asked if he had climbed the Bairdstown hill. The surface dirt was so loose that it was not thought a motorcycle had a chance to get up, but Mr. Merkel said he never saw a hill yet he wouldn't tackle; so the party started for the test, Mr. Merkel on his machine and the motorists in an auto.

The motorcycle proved a surprise. It not only went up the grade, which has proved the Waterloo of many an auto, but at the top going fully twenty miles an hour. The young boy who lives on the hill and keeps tab on everybody who attempts to climb it, said several motorcycles had tried, but this was the first to succeed. The machine was geared at three to one, not an especially good gearing for hill-climbing purposes.

A "Motorcycle Row" Addition

THE Thomas-Roberts Co., which was organized by the two Rochester riders of those names, to handle Harley-Davidson motorcycles in this part of the country, have located favorably in New York City at 2230 Broadway, near Seventy-ninth Street. They have leased half of the deep, glass-front store at that address, and all of the basement, and will carry a full stock of Harley-Davidsons and motorcycle accessories and will also repair and store motorcycles.

Belt-Drive Indian Pacemaker Built



THE very latest creation of Oscar Hedstrom, the Indian designer, is a special 60.32 pace-making machine weighing about 165 pounds and shown herewith. The machine is original in that it is belt-driven—the first and only belt-driven Indian in existence; and it should be understood that this system of drive was adopted because of the intended use to which this machine is to be put. When a chain-driven machine, with high-gear ratio, is speeded up during a race, it is apt to jump away from the rider following and lose him; but with the belt drive the slip of the belt makes the acceleration more gradual.

In construction the machine is unusually substantial while it is remarkably pleasing and attractive in its lines. It will probably be ridden on the track by Jake DeRosier, who declares it to be the finest of its kind ever brought out in this country. He speaks as an expert, having seen them all, and ridden most of the pacemakers that have appeared of late years.

Milwaukee Furnishes New Devices

SEVERAL new kinks have been evolved by the General Accumulator and Battery Co., 108 Second street, Milwaukee, Wis., designed to help the motorcyclist out of some of his difficulties. Their "Decarbonizer" is an oily compound, which in conjunction with combustion, volatilizes carbon and all resinous matter. It removes all such substances from cylinder head, piston head, piston rings, valves and valve stems, through exhaust—keeps entire power system clean and in prime condition, and adds twenty per cent. or more power to any engine, and doubles life of same. Guaranteed harmless, no matter how often used, and one trial is convincing proof of its magic power.

They also make a chain device, which is put into cylinder through plug hole, which will automatically remove all sand and dust mixed with carbon and other substances from cylinder head, piston head and walls of cylinder, difficult to remove with Decarbonizer.

This device is made out of an alloy of bismuth, cobalt and copper, and is of an exceedingly tough character, but soft, so that it cannot injure the engine parts with which it comes in contact.

The cleaning is done automatically, when engine is running, and can be done in from 10 to 20 minutes. It works upon the same principle as shot put into a bottle, and does in 10 minutes what would take hours to do by hand.

The center-fire spark plug is also manufactured by them. To introduce to motorcyclists, this $1.50 plug will be shipped at $1.00 each for a limited time.

The center-fire plug has been rightly called the "racing machine plug of today" It is a plug of the quickest action and the cleanest combustion. This is because it reaches down into the cylinder to the very center of compression. It is as far away as possible from the oily and sooty walls of the cylinder and its location causes each fresh in-coming charge to clean away any sediment or soot. They never smut and are guaranteed.

New "Neverout" Lamp and Generator

VARIOUS makers and users of motorcycles have prevailed on the Rose Mfg. Co., of Philadelphia, to design a motorcycle gas lamp and generator based on the results of their vast experience in the motor vehicle lighting line. After a series of exhaustive tests covering a long period of time, the motorcycle independent headlight and generator shown herewith has been created and is now in the market. These are the finest articles of the kind that have been produced up to date in the United States or Europe, as relates to elegance of design, efficiency, simplicity and reliability.

The headlight is equipped with a special mirror lens reflector and a forward aluminum reflecting flange. It is made with a specially constructed hood for throwing the light on the road, and incidentally protecting the eyes of the rider. It is equipped with two brackets, in order to impart rigidity. It is made of brass, nickel-plated, full riveted throughout, and cannot shake apart. The glass is of the concavo-convex order, and is placed in the frame with a removable spring wire, so that it can be readily replaced in case of accident.

Specifications: Diameter of face 6 inches; length, 6 inches; extreme height, 7¾ inches. Contains a powerful mirror lens reflector; aluminum front flange reflector; removable miconcave front lens. This lamp is strongly riveted and made to withstand the most violent vibration. Double props.

The "Neverout" patent motorcycle generator is made on the most approved lines of acetylene gas generation, and has been submitted to the most severe tests. It has been pronounced perfect by the most critical and experienced motorcyclists; in fact, it is a generator for motorcycles that can be thoroughly depended upon.

Specifications: Height, 8¼ inches; diameter, 3¼ inches. The bracket is especially designed for securely fastening to the front fork of motorcycle. It contains an adjustable clamp for maintaining the generator in a perpendicular position.

Predicts a Banner Year

GEO. M. HENDEE, president of the Hendee Mfg. Co., Springfield, Mass., makers of the Indian motorcycle, predicts a banner year in the motorcycle industry, and qualifies his statement with the report that his company has already exceeded last year's sales.

"We are manufacturing 5,500 motorcycles this year, as against 2,500 last year," said Mr. Hendee. "A goodly proportion of this number will be sold in the West. This section of the country, by the way, is one of the most active seats of the industry at present. Our Chicago branch has closed more business than expected for this time of the year, and it is a noteworthy feature that many of the machines sold are for delivery to business men and merchants.

"Our factory is working overtime, the 300 men employed being on the job from twelve to sixteen hours daily except Sunday. We have not yet given the output for next year serious consideration, although there is every indication that we will have to materially increase it over this year.

"One of the gratifying features of our business is the tone of general satisfaction which is expressed over our product from the time we entered the field. Frequently it has been my experience to meet a customer who owns one of the machines we manufactured in 1900, the first year of our existence. Last fall, while visiting Olympia, Wash., I was introduced to a physician who is still using one of the 1900 models. The machine bears factory No. 21 and, according to the owner's statement, has traveled 36,000 miles. The physician used the machine mostly for business purposes."

R-S States Position

COMPETITIVE trials of motorcycles showing the good and bad points of different makes of machines are beneficial, not only to the purchasing public, but to the manufacturers, as they tend to the attainment of the highest state of excellence in the art. But races having for their purpose the displaying of mechanical monstrosities in which every other quality is sacrificed to showing the speed attainable under the manipulation of professional riders are a very different thing, and we think it proper to state explicitly that:

The Reading Standard Company does not manufacture professional racing machines. The name "Reading Standard" was adopted deliberately to express the idea that the machines manufactured by the company should be "standard" in every essential respect—standard as to speed on the public roads, standard as to economy, standard as to safety and endurance and standard as to general efficiency.

If this company were to undertake to compete in the manufacture of professional racing machines, it would give a good account of itself, because it is far easier to make a machine in which everything is subordinated to speed than to make a machine in which all the essential elements of goodness are found in well-balanced proportions.

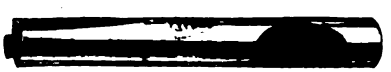
Our purpose is to produce, day and in day out, nothing but first-class stock machines. We are not only willing, but eager to compete with any and all manufacturers of motorcycles in the world, on the basis of an every-day machine selected at random from stock.

The Reading Standard asserts with confidence that, tried by the sound and sensible tests above specified, it has a machine that will stand up against the best stock machine produced in the world.

READING-STANDARD COMPANY.

A Gabriel for Motorcycles

THE famous Gabriel automobile horn has been reproduced in miniature for motorcycle use in a very efficient and compact form. It consists of a highly polished brass tube 1½x11 inches long, divided into two chambers, each producing a separate note which blend together when operated by



to get out of order. and therefore nothing parts or reeds used, tor. There are no loose the exhaust of the mo-

Each horn is furnished complete with fittings for making the attachment, including a small, compact valve of an improved pattern. Both material and working qualities are of the highest grade. Valves are furnished for either ¾-inch, ⅞-inch or 1-inch (outside diameter) steel tubing exhaust pipes. Price of horn complete is $8.00 and it can be secured at any of the big supply houses or direct from the Gabriel Horn Mfg. Co., Cleveland, O.

N. S. U. Opens Branch in Chicago

IN order to meet the demand for N. S. U. machines from the South and West and to facilitate deliveries, the N. S. U. Motor Company, of 206 West Seventy-sixth Street, New York, have recently opened an agency at 1551 Michigan Avenue, Chicago, Ill. Besides a full stock of N. S. U. machines, this agency will carry a complete line of duplicate parts and accessories. Shamrock Gloria Belts, Peter Union Tires, etc., will also be on sale. Mr. Kicherer, of the N. S. U. Company, recently stated that the popularity of the N. S. U. had increased so rapidly in the Western states that he was obliged to open this additional agency.

WITH OUR ADVERTISERS

SAGER MOTORCYCLE TOE CLIP

A VALUABLE addition to the No. 3 Standard motorcycle pedal which is being used so extensively by the American manufacturers this year is the Sager toe-clip, cut of which is shown, attached to pedal. The clip is made of spring steel and is securely attached to rubbers and hub. These pedals and clips can be obtained at any of the big supply houses or direct from the Standard Co., Torrington, Conn.

ON account of the great demand the Geo. V. Lyons Motor Company have met with for their Minerva motorcycles, larger quarters have been found necessary. Therefore, in addition to the large store at 2384 Broadway, this company have leased the adjoining store, 2382 Broadway, giving them the largest floor space of any motorcycle establishment in Greater New York. Despite the backwardness of the season the firm have had their hands full the past six weeks, making delivery of Minerva twin cylinder models. The 8-h.p. models have taken as well as the 4½. They have in their storage department several of the latter models that have already traveled more than 1,000 miles, and to date not a part has been replaced in any of these machines.

AMONG the several devices which the H. F. Mesinger Manufacturing Company, 1801 First avenue, New York City, are marketing for the motorcycle trade is an inside tire repair band, made of extra strong fabric, with beveled edges and moulded to fit the inside of Clincher, Dunlop or Fisk tires. The hooks can be bent to fit the different styles of casings, to prevent creeping. This thoroughly tested repair band is made exactly on the same principle as the inside of a regular tire, and repairs blow-outs, rim-cuts and other defects of the casing. Prices are $1.60 for the 2 and 2½ inch, and $2 for the 3 and 3½ inch size.

BUILT like an automobile tire, rides like a bicycle tire. This is the Goodrich motorcycle tire, and Norman Clark, Alliance, O., in a letter to the B. F. Goodrich Company, Akron, O., under date of March 12, 1908, says: "I have used your motorcycle tires for three seasons. The first two seasons I used 3½ inch and had one puncture in all my riding. Last season I used 2½-inch tires and never had a puncture of any kind and went wherever I wished, over all kinds of roads." That is a record many riders would enjoy. Try Goodrich tire summer

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ACTUATED by a desire for better protection against the imitators of the products of legitimate manufacturers and of whom he has recently been a victim, C. F. Splitdorf, of New York, the well-known ignition specialist, has opened a well-appointed and commodious store for the sale of his coils, plugs and other ignition specialties at 319 Michigan Avenue, Chicago. Mr. B. P. Rogers, who for some years has been manager of the firm's San Francisco branch, and who is well and favorably known among the trade, will be in charge of the new store.

IF you are in the market for a new machine that combines power enough for all occasions with comfort and simplicity, at a price low enough to suit any pocketbook, write for further details of the "Light" to the Light Manufacturing and Foundry Company, P. O. Box 500, Jamestown, Pa. Men who know, experts in the motorcycle trade, pronounce the "Light" the highest grade machine in the world for the money. It sells for $185. Write today for the Light catalogue. It's good reading

---

NOW that the season of runs and tours is on for keeps the disadvantages of a rigid handle-bar make themselves more apparent than they did last winter, when your machine was in storage and you were thinking more about it and experiencing less. The C-A Spring Handle-bar Company, 193 Broadway, New York City, have the device that will do the trick, and are so confident that it will that they say, "Try it and be convinced." When you write for circulars tell them you read MOTORCYCLE ILLUSTRATED.

THE next time you are in the neighborhood of Columbus Circle drop in to see George P. Jenkins, 6 West Sixtieth street, New York City, and have him show you his latest M. M. models. He has for immediate delivery some of the 3½-h.p. Specials. Jenkins is a "good fellow" and is always glad to see "the boys" and explain the advantages of the M.-M. low-riding position, its spring forks and other features.

THE G. H. Curtiss Manufacturing Company, Hammondsport, N. Y., lay particular emphasis on the fact that Curtiss motors are roller-bearing throughout, and ask pertinently, "How much would you give for a bicycle with plain bronze bearings?" Further details on roller bearings and Curtiss motors and motorcycles can be had by sending for Catalogue "Y."

WOULD you buy a good second-hand machine if you knew it was a bargain? The Tiger Cycle Works Company, 782 Eighth avenue, New York City, have a stock of twenty to choose from. This is an F. A. M. official repair shop, and any kind of experiments can be worked out, as well as overhauling and building to order. Here is where you will find the new Curtiss models also.

F. A. Baker & Co., selling agents for the Indian in New York City, carry a full line of motorcycle supplies as well. Riders should have one of their new catalogues. Each article is illustrated and prices given. You can make no mistake in ordering from this style of book. The list runs all the way from ammeters right straight through the alphabet to wrenches; everything is there. Write for a copy.

THAT numb feeling in hands and wrists can be avoided in an inexpensive way by fitting a pair of Mattson's sponge rubber grips. Manufacturers will furnish them without extra charge if specified in your order. All the jobbers carry them, or you can buy them direct from the Mattson Rubber Company, Lodi, N. J.

IF there is something in the line of motorcycle parts and accessories necessary to thoroughly fit out for this summer, send to the Motorcycle Supply Company, Hammondsport, N. Y., for their catalogue. All standard goods are listed and illustrated, and you can possibly save money on what you want.

RIDERS who are in the market for motorcycle supplies should consult the new catalogue of Frank B. Widmayer, 3212 Broadway, New York City. A complete line of parts and accessories for all machines is carried in stock. Widmayer's lot of second-hand motorcycles contains many good machines that can be had from $30 up.

THE Reading Standard 1908 motorcycle catalogue is now ready for distribution. It is very handsome, indeed, of the first grade, and all motorcyclists should have one. The Reading Standard Company, of Reading, Pa., will forward a copy on request.

ONE of the strongest agents in Hartford, Conn., is C. A. Snow, who has a store at the corner of Main and Trumbull streets. He specializes on the R-S.

Raised Tread

The Tires That Hold the Motorcycle Records

Bailey Tread

G&J TIRES WIN

THAT HAS BECOME

A FAMILAR MESSAGE

Which follows all events in which motorcyclists engage in competition

Not only do they win in all the speed and endurance contests, but they are easy riding, easy to handle and of a quality that stands the daily pounding and grind of ordinary use better than any other motorcycle tire made. The reason lies in the use of the very best rubber and fabric, in best design thus far evolved and, finally, in the "G & J know how" of tire construction.

Their margin of superiority is so great and has been so positively proven—not by our claims, but by the motorcycle riders themselves—that but very few can be induced to experiment with other tires.

SEND FOR A COPY OF OUR MOTORCYCLE BOOK

G&J TIRE CO.

INDIANAPOLIS
INDIANA

New York—10 W. Sixtieth St.
Chicago—1434 Michigan Ave.
Detroit—256 Jefferson Ave.
San Francisco—414-416 Van Ness Ave.
Boston—110 Federal St.
St. Louis, Mo.—415 N. Fourth St.
Buffalo—912 Main St.
Denver, Colo.—1541 Cleveland Pl.
Philadelphia—713 N. Broad St.
Minneapolis, Minn.—21 S. Second St.
Los Angeles—1010 S. Main St.
Portland, Ore.—80-82 Seventh St.

Where tandem attachments are used, rear wheel should be equipped with 2½-in. tire

Another Bug Vanquished

A PECULIAR and truly wonderful member of the animal kingdom has been discovered on upper Broadway, in New York City. Credit for its existence must be given Earle N. Ovington, and if you don't believe it read what he has to say and be convinced.

"You see," said Mr. Ovington, "I have been delving into the subject of bacteriology. Since handling the F. N. Big Four in this country I have been impressed with the fact that it is only necessary to get a rider on our machine in order to make him our friend for life. Naturally I was interested in the reason for this, and an idea occurred to me one day, when one of my customers, who is particularly enthusiastic about the F. N. machine, cut his finger until it bled. As I possess a powerful binocular microscope it occurred to me to examine some of the blood of the customer in question, and I placed a drop in the focus of the instrument. What I saw was truly remarkable, and I hastened to attach my camera to the instrument and photographed my discovery. I found nothing more nor less than a new form of microbe and I had discovered the reason why a man who is once an F. N. rider always remains an F. N. rider. You see, the poor fellow can't help it, as he has been inoculated with the germ of a disease which I shall call FNitis. From frequent observation this is an incurable malady and the only way to get relief temporarily is to ride an F. N. motorcycle. Unless the victim rides our machine every so often this microbe of FNitis becomes restless and irritates its victim by means of that sharp-pointed beak, somewhat like that of a parrot. If at this stage the subject rides an F. N. machine the microbe is temporarily appeased and the irritation ceases.

"If you will notice the physical features of this microbe you will see that his body is composed of a large cylinder, the flanges or fins of which serve as legs or creepers, and it is in this manner that the microbe propels itself. On the back of the animal you will see four smaller cylinders, typical of the F. N. Big Four. I always keep quite a large culture of these microbes on hand and as soon as a prospective customer steps in the store I walk up to him and quickly inject a hypodermic syringe full in his arm. It is only a matter of time when he becomes one of our enthusiastic customers."

THE Owego Motorcycle Co., Owego, N. Y., is working 17 men at present and is turning out work rapidly, although not yet thoroughly organized as to the capacity of the plant. New additions to the force are being made as fast as the conditions are made possible, and it is expected to double the output of the factory by another season.

Each intricate part of the machine, as well as frames, wheels, etc., are manufactured there. Joints are brazed, and, in fact every part of the work is done there, and the parts are made of the best steel iron and brass, received at the factory in a rough state. The machinery used in the process of manufacture is of the best and latest improved makes.

This is coming to be one of Owego's chief industries, and as the business increases, larger accommodations will be added, to meet the demand, which is growing as the superiority of the machine becomes more generally known.

LOS ANGELES, Cal. June 2.—Mr. Merkel, of the Merkel Motor Company, Milwaukee, was a guest of the Los Angeles Motorcycle Club last Monday night and made a speech, in which he said he had seen no place in all his travels which had any more doing in motorcycling than right here in Los Angeles. He states that he will use this club as a shining example for others to follow after.

IF you would have a machine that can climb hills as make time on level roads call on F. A. Baker, 37 street, New York City, and asked him to show the Indi models. It was on one of these, a single cylinder, th Baker won the Callender's Formulae event on June 6 Fort George hill climb; so in asking him for advice talking to a man who can "do things" as well as tell w machines "can do."

THE Clement Motor and Equipment Company publ advertisement in this issue which will be new to cycle folks. They are at 1900 Broadway, New York, of Sixty-third street, and have just gotten out a catalo which they describe a motor which can be attached t cycle. In fact their main heading is this: "Conver bicycle into a motorcycle for $50.00." Catalogue refer tells the entire story. Write for the catalogue, or, venient, call and see them.

SALE AND EXCHANGE — TWO CENTS WORD

FOR SALE.—One new 1908 twin Curtiss motorcycle, one single, $165. P. W. Wood, Jr., 31 Central St., Wor Mass.

FOR SALE.—Indian motorcycle; first-class condition price and particulars address C. Elmer Von Eiff, Balt Md.

FOR SALE.—1907 M-M, little used, good order, $6 E. Ramsey, Lincolnton, N. C.

FOR SALE.—1907 model twin-cylinder Curtiss, 5 price, $150; first-class condition. For particulars addr R. Henderson, 724 Nineteenth Street, Rock Island, Ill.

FOR SALE CHEAP.—3-h.p. Armac, 1906 model; lent condition; been used but very little; tires good as Any reasonable offer will buy. Joseph Petska, 1065 Ja Blvd., Chicago.

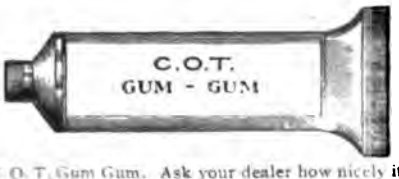
BRADLEY
Motorcycles
BEST BY MERIT

A Single-Cylinder STOCK Machine made this Record at Point Races, Philadelphia, Pa., May 23, 1908

5 Mile Novice Race: L. Steinhauser, First Place
10 Mile Australian Pursuit Race: L. Steinhauser, Second Pla
10 Mile for Stock Machines: L. Steinhauser, Second Place
25 Mile Open-to-All Race: L. Steinhauser, Fourth Place

The Machine You Will Eventually Ride

Bradley Motor Co., 268 Diamond St., Philadelphi



C. O. T. Gum Gum. Ask your dealer how nicely it repairs dugouts in your auto shoe. For sale by jobbers. CHAS. O. TINGLEY & CO., Rahway, N. J.

MOTORCYCLE SUPPLIES
SEND FOR CATALOGUE
MOTORCYCLE SUPPLY CO.
HAMMONDSPORT N.Y.

Construction, Management and Care of Motorcycles
40 Pages of Practical Information
Fine for Beginners
25 Cents, Postpaid
MOTORCYCLE PUBLISHING
299 Broadway New York

A Telling Recommend

FOR

GOODRICH

Motorcycle Tires

California presents interesting evidence of Goodrich motorcycle tire endurance

REDLANDS, Cal., June 13, 1908.

GORHAM RUBBER COMPANY,
Los Angeles, California.

GENTLEMEN:

It may be of interest to you to know that the Harley-Davidson Motorcycle which I entered in the Los Angeles-San Diego and Return Endurance Run, and finished with a perfect score, was equipped with Goodrich Tires, and will say that after the run was made, which was undoubtedly the most trying run on a motorcycle or tires, that has ever been run, that there was no noticeable wear on either the machine or tires. The rider, Mr. E. L. Parmelee, never touched a pump to these tires on the trip, which is something unusual on such a trying run, and you would have to look closely to notice any wear on the corrugation of these tires.

Hoping that this will be of interest to you, I remain,

Yours very truly,
LEE RICHARDSON AUTOMOBILE CO.,
Per LEE RICHARDSON.

LOS ANGELES, May 11th.

GORHAM RUBBER CO.,
E. E. HELM, *Manager.*

DEAR SIR:

Kindly allow me to say a few words for the Goodrich tires. I was one of four out of thirty-nine started that made perfect scores in San Diego Endurance Run, 328 miles, May 30th and 31st.

Ninety per cent. of all troubles with motorcycle riding comes from tire trouble. I find the Goodrich tires are the best on the market for rough riding. I only pumped my tires once in the 328 miles. I can not say too much for Goodrich tires, which I know make good, from three endurance runs I have taken part in.

Yours truly,
E. L. PARMELEE.

THE B. F. GOODRICH CO., Akron, Ohio :: **Branches in All Principal Cities**

WITHIN THE FOLD

Waltham, Mass.—Fred Powers and Raymond Wyman, of the South End, recently completed a motorcycle trip to New Bedford. Both boys report a most enjoyable trip, aside from the rainy weather they encountered on one day and the accident that happened to Wyman's machine just as they reached Brockton. While in Brockton awaiting the repair of Wyman's machine they took the oportunity to go through the factory of the American Motor Company, where the Metz-Marsh motorcycles, which they ride, are manufactured.

Grand Forks, B. C.—George Chapple rode to Phoenix May 28 on a motorcycle. This is the first time in history that the climb has been made. Mr. Chapple took over two hours in making the hills, which are very steep in some places, as the rise is over 3,000 feet in 17 miles. Mr. Chapple claims that as soon as the road is put in good condition he can make the trip in an hour.

St. Paul, Minn.—Every week witnesses more riders and new machines on the streets. The latest additions to the Indian ranks are: F. S. Haas, 5-h.p. twin; J. P. Holly, [illegible] 5-h.p. twin; Wm Hammelton, 3½-h.p.; [illegible] 3-h.p.; R. F. Guire, 3½-h.p.; J. W. Maguire, [illegible] 3½-h.p.; E. G. Rugby, 5-h.p. twin; J. [illegible] Jones, 7-h.p.

Wyomissing, Pa.—J. W. Benton, Dauphin and Lake avenues, has purchased a motorcycle from the Reading Standard Manufacturing Company. The machine is specially constructed for the carrying of Mr. Benton's baggage in his business trips through the country.

South Orange, N. J.—Wm. J. Reedi, of 12 South Orange avenue, has recently completed a tandem motorcycle, the construction work on a 20-h.p. 4-cyl. shaft-drive machine.

Phoenix, Ariz.—The Phoenix Cycle Co., which has [illegible] the agency for the Thor motorcycles, reports the sale of several machines to local residents.

Sedalia, Ill.—[illegible] L. Kendall purchased a motorcycle a few weeks ago and has been on the road with it nearly all his time since.

Monongahela, Pa.—[illegible] W. Davidheiser is the owner of a [illegible] just received direct from the Light Mfg. & [illegible] Co., Pittsburg, Pa.

Fox Lake, Ill.—[illegible], the R-S agent, has recently sold machines to [illegible] E. Scott, F. A. Balcom, Henry [illegible] and [illegible] Corley.

Lisbon, Kan.—[illegible] S. Sawyer has purchased an Indian [illegible] and has also purchased a machine of [illegible]

Kansas City, Kan.—[illegible] Keevy, of Briggs avenue, has [illegible] for his own use in touring [illegible]

Kansas City, Kan.—[illegible] is the possessor of the [illegible] this city from the local [illegible]

Kenmore, N. Y.—J. Malcomb Sawers, the town stable, has purchased a motorcycle, which he will u both business and pleasure.

St. Paul, Minn.—A. L. Kahler, J. T. Hart, F. W. and James C. Merritt have all recently purchase models "R.-S." machines.

Lake Linden, Mich.—Arthur Vine has purchase h.p. Harley-Davidson from F. J. Weisenauer, the agent.

Darlington, Ind.—All three rural carriers out of th office here are now using motorcycles over their rou

Webster City, Ia.—Fred Martin has joined the He has just received his first mount, an Excelsior.

Cos Cob, Conn.—Luke Brush is sleuthing aroun the Indian which was stolen from his barn recently.

Albany, N. Y.—Leon Lewis is one of the latest re to motorcycle ranks. He has just purchased a 1908 I

Portchester, N. Y.—Clarence H. Wilson recently chased one of the new model Indian motorcycles.

St. Paul, Minn.—New riders of the Indian here are Scheler, J. M. Lindhurst and C. Haas.

Arlington, Cal.—Charles Sanker is one of the late cruits to the motorcycle ranks.

Gloversville, N. Y.—Arthur Bradt is the proud o of one of the new M. M. Specials.

Hillsdale, N. Y.—Another recruit to motorcycling is Arthur Clossen, of this village.

Fallingston, N. J.—Leon Sickles is the possessor new mount.

Geneseo, Ill.—Bert Lavine has purchased a To motorcycle.

A LONG series of tests with a Reading-Standard are now being carried out by the Post Office D ment at Washington D. C. The little machine has been ering a local mail route, and while nothing official has given out it is understood that its performance has bee inently satisfactory. A load of 250 pounds can be carri addition to the rider at a speed of 10 to 30 miles an ho

A BIG CONCERN

WE have received the June issue, and wish compliment you on the great improveme made in this paper since you gained contr Our advertising campaign starts in the fall. Ho ever, we should be glad to have you insert a or half page advertisement in your July 1st issue.

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W. J. SURRE, Secretary.
New Britain, Conn.

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FOR MOTOR-CYCLES

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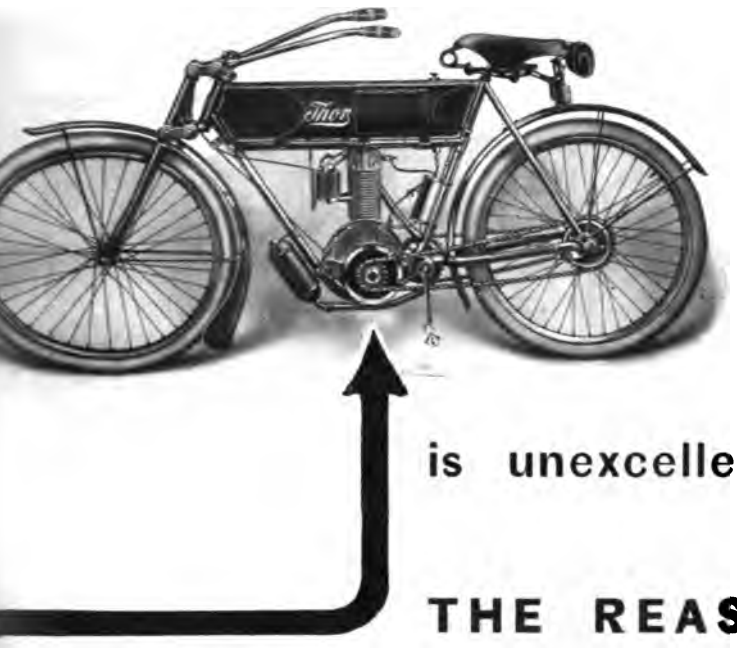

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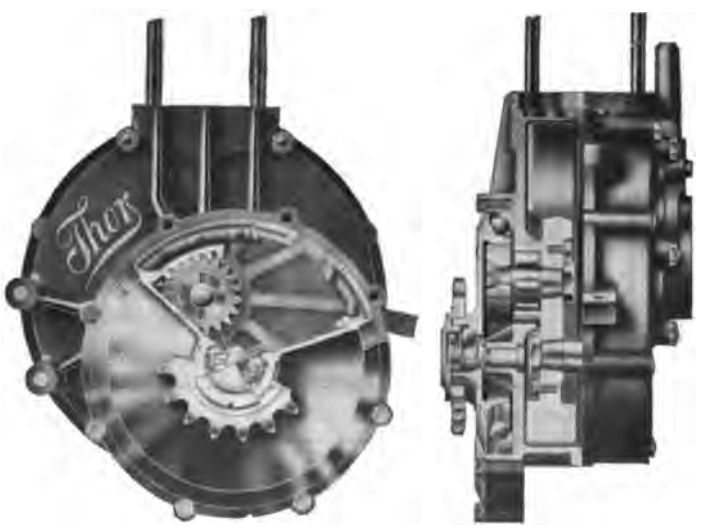

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NO FRICTION, SIDE SWAY OR SQUEAKING. —AVOID— IMITATIONS

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DOUBLE REINFORCED, HAND STITCHED, FLAT KEY LOCK, CAN NOT RATTLE, THREE BRACES

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The *highest* grade Motorcycle built. It is so simply constructed anyone can handle it with ease. Three horse power, controlled with one hand, standard batteries, single piece crank shaft, Auto-Bi chain belt drive, truss cushion forks, 2½-inch G & J Tires and hollow steel rims—in fact every thing that constitutes the ideal mount for any kind of use. Not to know the AUTO-BI is evidence that you are not up to date on Motorcycles

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Fit Any Make of Wheel

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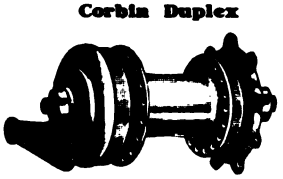

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MERKEL LEADERSHIP, LONG ESTABLISHED, IS LASTING

THE 1908 MERKEL

At Providence on Decoration Day it won the majority of events and honors, winning three firsts and two seconds. At Cleveland, June 6th, a single cylinder 3 H. P. Merkel won over all competitors except a special two-cylinder 7 H. P. Machine. At Washington it has twice demonstrated its superiority. A fully equipped single cylinder 3 H. P. Machine **Won All Events.** It has climbed Mountains in California that no other motorcycle has ever as ceded and won perfect scores with double and single cylinder models in Chicago M. C. Club's 300 Mile Endurance Contest.

Speed, Power, Reliability and **Comfort** all in one—**a Merkle Spring Frame Ball Bearing Motorcycle.**

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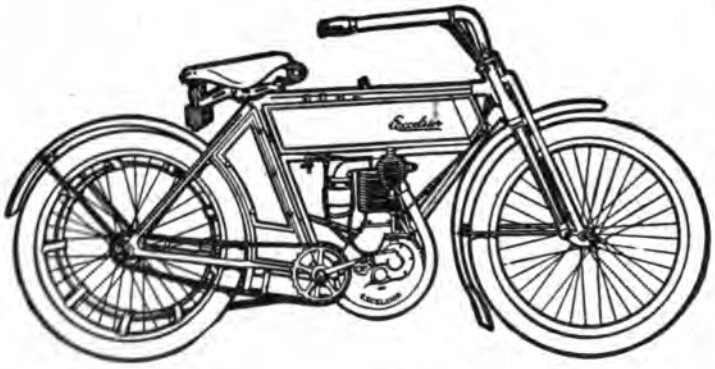
Three Excelsior Auto-Cycles



THREE PERFECT SCORES

Not one stop in 300 miles for adjustments, alterations or repairs.

Could have run hours under the schedule but prevented by the rules.

A severe reliability test for most cycles is a joke for the

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The one that always makes good.

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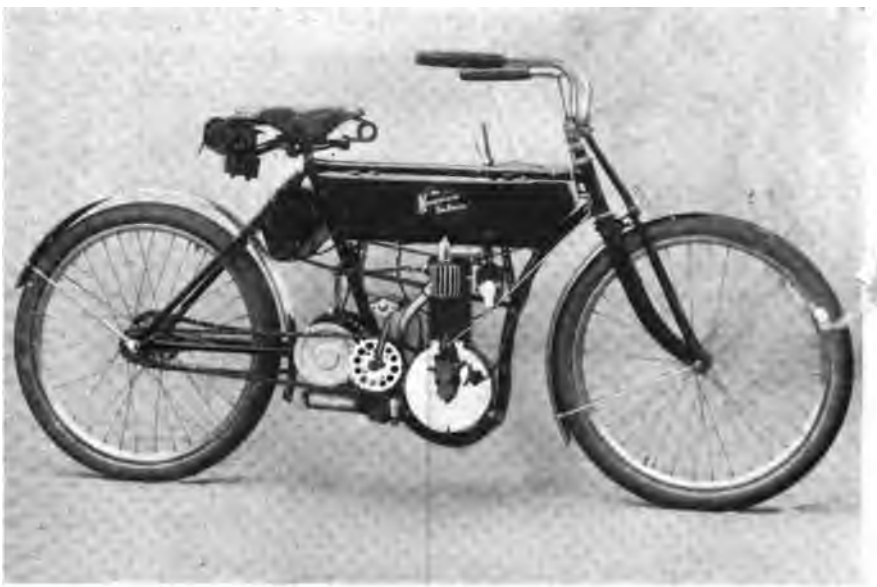
It Climbs Hills on rough roads that no other motorcycle can climb



Ability to ride slowly on rough places with abundant power is the thing desired

Model A, Single Cylinder, $235

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"LIGHT" MOTORCYCLES

Experts say we produce the highest grade machine in the world for the money. It is 365 Days Ahead of All. Designed for *comfort*.

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CHAIN DRIVE
With Power to Climb
ALL HILLS

PRICE

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Magnet Lightweight, 2¼ H.P., $210.
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Touring Models Have WITHOUT EXTRA CHARGE

Magneto make and-break ignition Variable Pulley for 1⅛" V-belt. Selfstarting Stand. Extra heavy 2½" Tires. Two powerful band brakes. Carbureter with visible gasoline level. Long wheel base and very low saddle 30" high.

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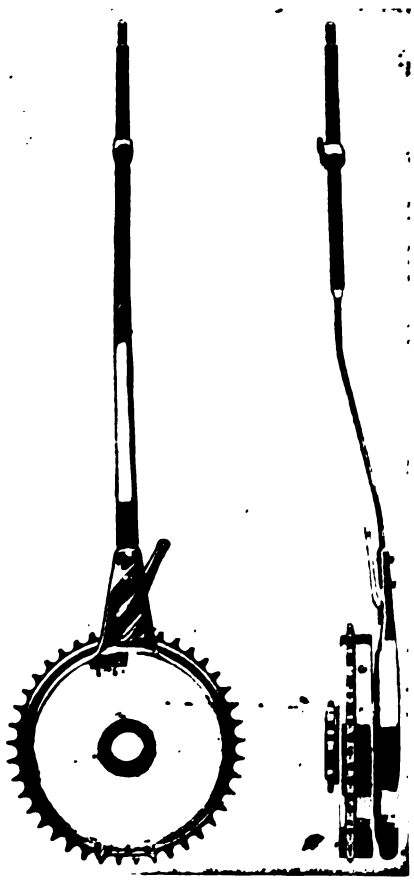

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Cleveland Spark Plugs consume the carbon before it reaches the insulation surface, and the sparking points are swept clean by the rapid action of the gases during each explosion, absolutely preventing the possibility of a short circuit.

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Free action in front suspension spring. Enables the rider to proceed at high speed over all obstructions.

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Prices and further particulars upon application.

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Remington

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FOUR YEARS BEFORE

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Armac Introduced

and equipped their Motorcycles with the

28° V Belting

We are still using the same Belt

WHY?

Because it is the only perfect transmission for a Motorcycle. *"The Belt that requires no Idler."* Transmission, combined with the many other talking and selling features, makes the Armac Agency most desirable, for a demonstration of Armac's Power, Quiet, Comfortable Riding Qualities is all that is required to get Repeat Orders.

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The **Clement Motorcycle Equipment**, ready to attach to any bicycle, consists of one French Clement motor, 1¼ H. P. complete with carburetor, combination gasoline and oil tank, with pump, coil, rear belt pulley, belt, idler, battery case, levers, etc. Price $50.00.

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MOTORCYCLE

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Every Reliability Trial, Every National Championship, Every Economy Trial, Most of the Hill Climbs

FOR SIX CONSECUTIVE YEARS?

An Indian holds the Trans-Continental Motorcycle Record. You know what you are getting when you buy an Indian

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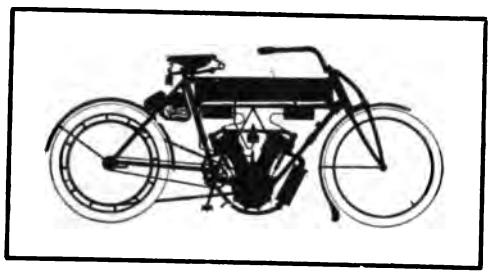

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Special	200	3½ H.P.
Twin Cylinder . . .	250	6 H.P.

Very Low Riding Position. Easiest of Spring Forks
Stand Attached to Frame. The Acme of Luxury
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Motorcyclists, send for our Price List of motorcycles, new and Second Hand—also of Sundries and Accessories

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FULL STOCK OF SPARE PARTS ON HAND

No better opportunity than the present to have your machine overhauled and put in good order.

We have the men who can do it in an expert manner.

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YOU MUST USE

Mattson's Sponge Rubber Grips

If not regularly furnished on your new mount, specify them when ordering and get them without extra charge

INSIST ON HAVING THEM

No other Grip can take their place to avoid "THAT NUMB FEELING" in hands and wrists

All up-to date manufacturers are using them. Leading jobbers everywhere carry full line

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25% More Power and Speed

Using

DECARBONIZER

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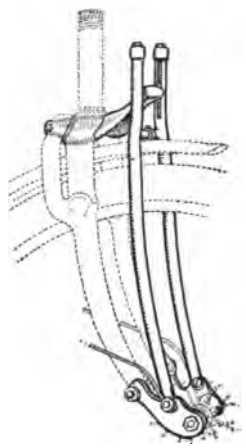

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Easily attached to any Motorcycle

Absolutely essential for comfort

Absorbs all shocks, jolts and vibration

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—THAT'S WHY HE LAUGHS—and well he may, for, the man who rides the 1908 N. S. U. will be happy and contented.

HE'LL GET THERE and HE'LL GET BACK and what's more at the time set.

There are a few fundamental points of highest merit embodied in the N. S. U. which should be considered by every purchaser, these are:

The Standing and Experience of the Manufacturer;
The Care used in Construction;
The material employed;
The Appearance;
The Power;
Price.

IF you live in JERSEY write to me for information or list. Questions thankfully received.

AL. BARTSCH, Agent for North New Jersey

Anderson Street (Cor. Linden Street) Hackensack, N. J.

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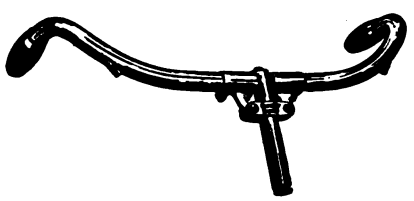

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THE C-A SPRING-HANDLE BAR CO., 1931 Broadway, New York

The Bullard Speedometers

Weight 10 ounces, 2¼ inch dial.

The Motorcyclist's Favorite

Small, Light, Compact Easily Read

THOROUGHLY RELIABLE

Attached to handle bar—directly before rider.

Operated by flexible shaft and gear.

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C. F. SPLITDORF Walton Ave. & 138th St Branch, 1679 Broadway New York

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MOTORCYCLE ILLUSTRATED

Vol. III July 15, 1908 No. 8

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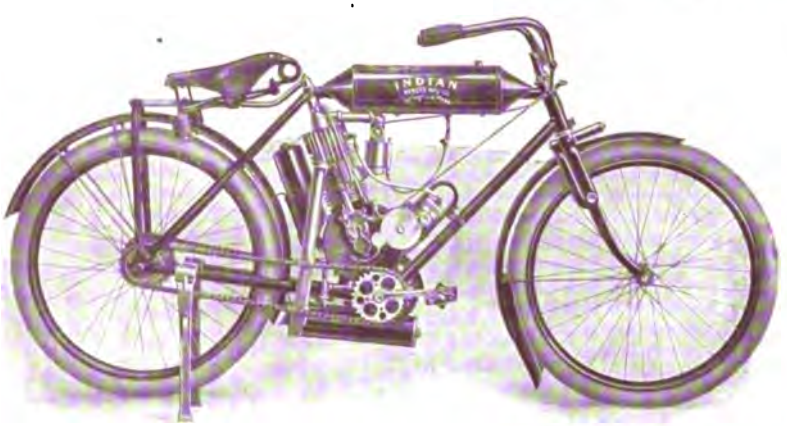

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HENDEE MANUFACTURING CO., SPRINGFIELD MASS.

Morgan & Wright

MOTORCYCLE TIRES

Are Made of Woven Auto Fabric

That fact alone ought to commend them to motorcyclists as superior tires, for it is but a reasonable claim that a motorcycle tire built on the same plan and out of the same material as an auto tire will stand the racket better than one built along the lines of the bicycle tire designed only for light work.

THREE OTHER STRONG POINTS:

Ease of Manipulation

Morgan & Wright Tires are made in the shape they will assume when in use, thus relieving the necessity of shaping them by hand as they are applied.

Puncture Resisting Qualities

The heavy woven fabric used exclusively in Morgan & Wright Tires reduces the danger of punctures to a minimum.

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Woven fabric tires are known to be the only kind on which repairs can be quickly and permanently made.

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Vol. III. No. 8 July 15, 1908

PUBLISHED BY THE MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK CITY

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NEW YORK TO CHICAGO: 49 HOURS, 40 MINUTES

ALMOST at the dropping point from loss of sleep, bronzed and weather-stained, but exceedingly jubilant, B. A. Swenson, the hardy Indian rider from Providence, R. I., dashed into Chicago last Thursday afternoon and pulled up in front of the Hendee Manufacturing Company's local branch, after establishing a New York to the Windy City record which is truly wonderful.

Racing along over strange roads at a terrific speed and surmounting difficulties that would have put a less brave or physically weaker man hopelessly out of the running, Swenson was able to hang up a record of 49 hours 40 minutes actual running time for the 1,112 miles. He left Manhattan 7 a. m., Monday morning, July 6, at the same time the Western District's New York-Chicago tour started, from the Hotel Empire, and arrived in Utica the same night at 8:15, 262 miles.

Leaving Utica the next morning at 4:10, he made Dunkirk, N. Y., a distance of 282 miles, that evening, at 8:30. But for the fact that rain had made the going bad he would have continued on to Erie, Pa., on Tuesday, as was his original intention, which would have lessened his time for the run still further.

On Wednesday, at 4:05 a. m., he left Dunkirk and reached Swanton, Ohio, that night, 314 miles, at 9:30. In this jaunt he lost the road and covered some ten or twelve miles through deep sand. Thursday saw him off at 4 a. m. on the last leg to Chicago, and at just 4:40 in the afternoon he arrived in front of 1,251 Michigan avenue, the Indian branch store in the Windy City.

Swenson lost ten hours through a broken front wheel. This happened when he run into a ditch while riding in the dark. He lost another ten hours all told in stops along the route. His total riding time was 69 hours 40 minutes, and he actually spent in the saddle 49 hours and 40 minutes.

Following are the checking points in the different towns Swenson passed through:

Poughkeepsie, N. Y.....H. Van der Snider, 52 Market
Hudson, N. Y.....Charles P. Hurman
Albany, N. Y.....F. W. Anderson, 467 Madison
Schenectady, N. Y.....G. V. Vroomans, 412 Union st.
Amsterdam, N. Y.....W. H. Fonda
Utica, N. Y.....Bowen Bros., 54 South st.
Syracuse, N. Y....H. R. Olmstead & Son, 411 So. Clinton
Rochester, N. Y....G. L. Muier & Co., Clinton ave., South
Buffalo, N. Y.....Neal, Clare & Neal Co., 645 Main st.
Dunkirk, N. Y.....Henry Schafer, 434 Loen st.
Erie, Pa. .....Le Jeal Cycle Co., 1721 Sassafras st.
Cleveland, Ohio.....L. J. Muller, 1,647 Woodland ave.
Upper Sandusky, Ohio.....B. W. Martin & Son
Toledo, Ohio.....Oberweger Motor Co., 11th and Main
Swanson, Ohio.....
South Bend, Ind.....Frazier & Frazier

As the photograph on the next page shows, Swenson is an "original." He is tough as oak and seems to have a severe attack of speedomania. He simply can't ride slow. In the Endurance Run he was the first to arrive in New York and the first to finish in Brooklyn on the second day. He is noted for wild flights over tremendous stretches of road through all kinds of country. He is the Indian agent at Providence, and his favorite recreation is to take a bunch of the Providence Club members out and burn up the New England roads for eight or ten hours. He usually offers to buy dinners for the crowd if they finish "the run," as he calls it. Then he gets out and beats it so fast that there is only one survivor, and he is—Swenson. In the near future Swenson may be expected to do some remarkable things on both road and path, especially over the longer distances.

B. A. SWENSON, HEAP BIG INJUN.

NEW YORK—CHICAGO

Twenty Men Start in The F. A. M. Western District Tour—Seventeen Men Reach Cleveland in Fine Shape

CLEVELAND, Ohio, July 13.—The New York to Chicago motorcycle tour started off under favorable weather conditions on Monday, July 6, at 7 a. m. The twenty contestants included the pick of the best riders of the East and Middle West, all confident that their machines would win the cup. The tour was managed by Frank Weiss, better known as "Magneto Jr.," had reached a high degree of perfection, especially on the publicity end, as was shown in the newspapers. Each city, town and village was preparing the tourists. The night controls were made at the best hotels, and they received the dusty riders with open arms. The roads that these tourists traversed must be borne in mind, were not boulevards. They were of the sort on which a four-wheeled vehicle would be most convenient. The motorists encountered along the route called the brigade of twenty "The Jack Rabbits." And the name has stuck, for the boys have organized a club known as the New York to Chicago Jack Rabbits.

The G. & J. Tire people have a 6-cylinder automobile on the tour and they have all they can do to keep up with these rough riders through the sand and mud. I am confident that the entire lot of tourists have felt that they were perfectly safe in taking chances in the rough going, due to the fact that this car was trailing on. Mr. Herbert Githens, in charge, would always halt whenever a motorcyclist stopped on the roadside, would enquire if he was all right, and would stand by until he was started on his way again. It made no difference to him if the contestant had another than the G. & J. make of tires. "Herb," as the boys took the liberty of calling him, was on the spot to help on the tire situation, and to encourage the rider on his way. Much credit must be given to the G. & J. people for going to the enormous expense of sending a 6-cylinder car through with the boys. Eventually the contestants managed to get their dress suit cases into this car; and, finally, it served as an ambulance. And good-natured Herb Githens smiled, for he knew that by stretching the policy he had formed at the start he was making the boys feel good and helping them to have a good time. For each evening they had clean clothes and could get out to see the sights.

Along the entire route all have had a good time, and as they are all hardened riders they were not too tired at the end of the day's run to pass up a good time during the evening. The manner in which the tourists have been received by every one is indeed most gratifying, and the motorcyclists in towns along the route were only too anxious to act as guides to conduct them through the city out into the country. The sum total of trouble encountered by each motorcyclist has been so small that it is enough to make both the skeptic and the expert marvel. And as for the tires, it has been now proven that the makers of motorcycle tires have solved the problem on that score, for the abuse that the boys have given them on this run is something awful. Most all have had punctures, but only two or three have cut the outer shoes on glass or on sharp stones.

Lots of fine team work is being done and many funny situations have come up. One of the boys on the Excelsior team was chased by a man in an auto who was shouting

as loud as a human being could; and the Excelsior boy was riding as fast as he could, thinking that if Mr. Man in the auto caught up to him he would be arrested. On slowing down to oil up the autoist caught up with him and shouted out: "You damned fool, I have been trying to get you to tell you that you are on the wrong road." Another chap stopped to let pass a team that looked balky to him. So as to avoid trouble with the occupants of the wagon, and as the stop was made in deep sand, the rider remounted his machine, and had to pedal some distance to get it started. But he was repaid by a remark of the driver of the vehicle, who said: "Swap it for a dog and shoot the dog." The next motorcyclist to come along was not so considerate and Mr. Driver had his hands full.

The first day's ride was to Albany though dinner was taken at Poughkeepsie, which was a checking station. It was at this place that the Light team was missing, and all were wondering what was the trouble when one or two in the party hinted that they had quit. But such was not the case. Twenty miles away from a repair shop G. A. Sherman's machine had a lower crank bearing freeze, a fault that sometimes happens with a new motor, and which, as a rule, is sufficient cause for a contestant to drop out. But not for the Light team. Out came the motor from the frame and it was all pulled apart, having only the grass for a bench and hands for a vise. And as the motor was being assembled Sherman said: "Boys, let us pray that we can get the fly wheel turning true." Fortune favored them and the fly wheel ran true. The job was done, but five hours had been lost, and with a bunch of hard riders in front, a stern chase is a long one.

The seventeen riders arrived at Albany on time, all wondering where the Light team was, when a wire was received from Sherman: "We are riding on. Seized motor. Will meet you in the morning." They put up at Rhinebeck for the night and started at 4 a. m. to catch the seventeen riders. Punctures delayed them. They arrived in Albany two hours after the main party had left. Amsterdam was the next control. The seventeen arrived on time. The Light team arrived there one hour after. Things looked good for them to get into Utica a little after the seventeen riders. The seventeen riders arrived in Utica on time. But during the afternoon a terrific rain storm overtook the Light team and they floundered in the mud trying their best to recover the lost ground. Providence was with the seventeen. They had no rain.

The Light team put up at St. Johnsville for the night. Rain all night. Just a little at Utica. The seventeen leave on Wednesday at 7. Fred Huyck, one of the Thor team, has seized motor; drops out. Light team arrive in Utica after a struggle in the mud east of Little Falls. The night control was Rochester. The seventeen riders had no rain. The Light team began to get dry roads. Syracuse was made for supper and they intended to make Rochester that night or bust. Misfortune again overtook them. While riding in the dark without lamps, Sherman and Lake had stopped to adjust some luggage. Erickson rode on ahead, but he got an idea that they were in trouble, turned round and came back to look them up. Sherman had started and was going about fifteen miles an hour, when suddenly Erickson loomed up about three feet in front of Sherman, coming head-on. Sherman turned quickly to the left, too late to avoid an accident, but just quick enough to prevent perhaps the death of both. The result was that Erickson's handlebars struck Sherman's hand, breaking it and the wrist. This was in the town of Elbridge, N. Y., and the only doctor was out of town.

Here they put up over night and the next morning, at seven, Sherman started his two riders on to Rochester and Buffalo. After expressing his machine, which was in good shape, to the factory, he proceeded to Syracuse for medical attention, and then joined the tourists at Buffalo, and from that time on has been a guest of Mr. Githens in the tire car. The balance of the Light team covered over 200 miles in less than ten hours over the roughest kind of going and caught the bunch at Buffalo that evening. On Thursday morning sixteen riders left the Power House, Rochester, and were in Buffalo at noon. Here all stopped and had a pleasant afternoon. Dealers and riders there did their best to entertain the tourists. Mr. Chadeayne

THE G & J GOOD SAMARITANS AT STORM KING ON THE HUDSON.

FOUR OF THE COMPETING TEAMS IN THE NEW YORK CHICAGO TOUR- UPPER: INDIAN AND READING STANDARD. LOWER: LIGHT AND THOR.

president of the Auto-Bi Company, was chief guide to the boys in the city that day, and the next morning he put them on the right road to Erie. Mr. Chadeayne did everything in his power to give the tourists a good time.

It was while coming into Buffalo that the Excelsior team's score was broken. N. C. Trumpour broke an exhaust valve and pedalled his machine in the hot sun for nine miles and, on arrival at control at the Lenox Hotel, he fell off his machine in a faint, overcome by the heat and exertion. On Friday at 8 a. m. the riders started for Erie, Pa., all arriving on time at 4:20 p. m. On Saturday the start was made from Erie at 7 a. m., for Cleveland. At Ashtabula, Ohio, the Merkel team, who had a perfect score, met with their misfortune. Ed. Buffum's motor took a strange freak and blew the entire cylinder from the base; repairs were out of question. He was compelled to withdraw, having the sympathy of all, after such a hard, long ride. Cleveland was reached at 1:20 p. m., with the entire seventeen riders on time. Here a layover until Monday morning was arranged, for a good hard ride of 163 miles of sandy roads. Every one well but Sherman, and having a good time.

Sunday, July 12, Cleveland, score:

Excelsior Team—J. S. Woodworth, Chicago, perfect; N. C. Trumpour, Chicago, 10 points; A. G. Lyon, Chicago, perfect.

Thor Team—C. S. Hinckley, Aurora, Ill., perfect; R. W. DuSell, Aurora, Ill., perfect; Fred Huyck, Chicago, Ill., out.

Merkel Team—Edward Buffum, Milwaukee, out; W. P. White, Milwaukee, perfect; J. A. Turner, Chicago, perfect.

Indian Team—Stanley T. Kellogg, Bridgeport, perfect; George N. Holden, Springfield, Mass., perfect; Bert S. Barrows, Springfield, Mass., perfect.

Reading-Standard Team—William Bewley, Reading, Pa., perfect; George C. Smith, Newark, N. J., perfect; E. T. Banes, Philadelphia, perfect.

Unattached Riders—George W. Lyon, Chicago, Torpedo, perfect; Joseph DeSalvo, Chicago, Armac, 8½ points.

Light Team—George W. Sherman, Pottstown, Pa., out; Perry Lake, Pottstown, Pa., penalized; F. O. Erickson, Brooklyn, N. Y., penalized.

ONLY ONE DIAMOND MEDAL AWARDED

AT last the atmosphere has been cleared of the doubt hanging over the contestants' minds ever since the conclusion of the 1908 annual endurance run of the F. A. M., on June 30. On his return to New York city, on Monday of this week, after a few days of recuperation at Lake Mahopac, Roland Douglas, chairman of the Competition Committee of the F. A. M., and referee of this year's endurance run, announced his decision in the matter. No diamond medal will be awarded in the private owners' class. The protest over the length of the second day's course, lodged by Messrs. Baker, Holden and Hastings, has been allowed, as on investigation it has been shown that the contestants had to cover eight miles more of Long Island roads than the official distance and time cards called for.

Rather than award the diamond medal, where the competition was so keen and no one man's score was clean-cut enough to entitle him to the extra five points for the most consistant running, the officials have decided to award gold honor medals to all perfect score men. The table of starters, finishers and perfect scores printed in MOTORCYCLE ILLUSTRATED, July 1, therefore stands as it is and the following table supplements it. All of the following in Class A receive honor medals, the two highest scores among the single cylinder riders being good because there were none perfect.

This decision does not affect the Class B men, amateurs engaged in the trade, and the diamond medal goes to Walter Davidson, as was announced in MOTORCYCLE ILLUSTRATED of July 1.

All following will be awarded gold honor medals:

Class A, Private Owners, Single Cylinder Motorcycles—J. A. Turner, Chicago, Ill., 3-h.p. Merkel, score, 980; E. T. Banes, Philadelphia, Pa., 3-h.p. R-S., score, 975.

Private Owners, Multi-Cylinder Motorcycles—A. G. Chapple, New York city, 6-h.p. N. S. U., score, 1,000; A. Carlton, Hillsdale, Mich., 6-h.p. Curtiss, score, 1,000; T. K. Hastings, New York city, 5-h.p. Indian, score, 1,000.

Class B, Amateurs Engaged in the Trade—Diamond medal awarded to Walter Davidson, Milwaukee, Wis., 3½-h.p. Harley-Davidson, for a perfect score, plus 5, for most consistent running.

The following receive gold honor medals:

Single Cylinder Motorcycles—William C. Chadeayne, Buffalo, N. Y., 3-h.p. Auto-Bi, score, 1,000; F. A. Baker, New York city, 3½-h.p. Indian, score, 1,000; W. H. Latham, Boston, Mass, 3-h.p. Merkel, score, 1,000; Charles Ruck, New York city, 2¼-h.p. Indian, score, 1,000; Edward Buffum, Milwaukee, Wis., 3-h.p. Merkel, score, 1,000; George F. Mack, Reading, Pa., 3-h. R.-S., score, 1,000.

Multi-Cylinder Motorcycles—J. F. McLaughlin, New York city, 6-h.p. N. S. U., score, 1,000; J. A. Schleicher, Mt. Vernon, N. Y., 6-h.p. N. S. U., score, 1,000; Albert D. Cook, Hammondsport, N. Y., 6-h.p. Curtis, 1,000; George N. Holden, Springfield, Mass., 5-h.p. Indian, score, 1000; Earle L. Ovington, New York City, 5-h.p. F. N., score, 1,000.

GOOD RACING IN INDIANAPOLIS

THREE thousand spectators witnessed the racing at the Fair Grounds track at Crawfordsville, Ind., on July 4th. All the contestants were members of the Indianapolis Motorcycle Club. There were five races. The winners of first place in the first four races were entered in the final race. This was the big contest of the day. Bretney won the race, covering the distance of ten miles in 13 minutes 17 seconds. This time is considered remarkable, as the track was slippery and was only a half mile in circumference and not well banked. The results of the races were as follows:

First Race—Two and one-half horsepower machines, five miles. Brener, Indian, first; Baker, Indian, second; Rice, Indian, third; McAree, Indian, fourth. Time, 8.42 2-3.

Second Race—Three and one-half horsepower machines, five miles. Bretney, Indian, first; Kottlowski, Thor, second; Oldacre, Indian, third; Pope, Harley-Davidson, fourth. Time, 8.30.

Third Race—Twin cylinder, four or more horsepower, ten miles—Sink, Thor, first; Rose, Indian, second; Langham, Indian, third; Holstein, Indian, fourth. Time, 13.57.

Fourth Race—Free-for-all, two miles. Sink, Thor, first; Miller, Indian, second; Bretney, Indian, third; Rose, Indian, fourth. Time, 3.00.

Fifth Race—Winners' race, ten miles. Bretney, Indian, first; Miller, Indian, second; Sink, Thor, third; Brenner, Indian, fourth. Time, 13.17. Winner gets Hendee Manufacturing Company Cup.

SOME SIMPLE HINTS

Pocket Tools.—It is a sore temptation always to carry a small paraffin can, adjustable spanner and screwdriver in the pockets. In this way many good coats are ruined by budding motorcyclists. Many excellent little pocket cases containing these and other handy essentials of first quality, and in leather cases, are on the market.

Restarting a Motorbicycle Up Hill.—A weakly rider with a single-geared machine and no clutch should return to the bottom and make a fresh start, or else find a side road descending to enter the hill at angle. A strong rider should make the most careful preparations, flooding carburetter, injecting a little petrol into the cylinders and then give a good push. One strong, masterful heave is worth yards of weak, half-hearted pushing. Do not mount the instant the engine fires, if the grade is steep, but allow it a yard or so to pick up speed.

Riding Position.—The most comfortable and safest riding position is afforded by setting the saddle low down amidships, fitting footrests in a natural position to match, and bending over the ends of the handlebars at an angle so that if produced they would strike the ground a few feet to the rear of the machine. The so-called "racing" position renders one less master of the machine on grease, looks ungraceful and removes necessary weight from the front wheel.

Sidecars.—The rigid sidecar is the cheapest pattern. Its advantages are that it is not very comfortable to drive at any speed over twenty-five miles an hour, it is not readily detached and much care is required in turning corners with it until expert. Its advantages are that it is perfectly immune from sideslip. The Montgomery sidecar can be attached or detached at any moment in a couple of minutes, and is very pleasant to drive at all speeds. The Castor wheel sidecar is also very comfortable to drive. The rigid sidecar alone of these is entirely immune from sideslip, but the other two are perfectly steady if an armored tread is used on the bicycle's rear tire. It is folly to fit a sidecar to a bicycle that is poorly braked. If the sidecar wheel be braked, the steering will be interfered with. The sidecar is preferably fitted to the lefthand side of the machine, as ladies dislike being too close to approaching traffic. Fitting it on the right hand has, however, one great advantage—it is easier to mount the bicycle from the left side than the right. A side lamp is essential and a tail lamp is advisable.

Sideslip.—A sensible, confident driver will sideslip no more on two wheels than on four. A quadcar slips exactly like a car, and if a driver is troubled by it he should use armored tires on the rear wheels. A tricar with a smooth rear tire does not sideslip, but waggles gently, and will sometimes fail to answer the helm round a sharp corner when the road is greasy. A tricar with an armored rear tire is as steady as a rock. A rigid sidecar does not sideslip. A flexible or castor sidecar can skid badly, but will not skid at all if provided with an armored tread on the rear tire of the bicycle. A trailer is dangerous on greasy roads. A motorbicycle depends for safety rather on the pluck and personality of the driver than on the nature of the machine and roads. Any one can hold up the modern belt driver if he makes up his mind to it. Difficult machines to handle over grease are those with chain drive, high frames and high gears. A non-skid band fitted with either rubber or steel studs on the rear tire is less liable to skid.

Silencers.—It is a great mistake to have too good a silencer. A motorbicycle catches the eye far less than a car and a silent motorbicycle is likely to be concerned in accidents. If a really good silencer is fitted the horn will have to be used *ad nauseam*. A cut-out should be fitted for the sake of climbing exceptional hills, but should never be opened in the neighborhood of traffic or houses. If a very quiet silencer is wanted for passenger work the Sharp silencers secured highest marks (over 80 per cent.) in the only trial ever held for motorcycle silencers. The silencer must be kept clear from burnt oil, otherwise heavy back pressure will be put upon the engine.

Springs for Passenger Machines.—It is a great mistake to order a fore or sidecar without specifying the weight of the usual passenger. The makers know what strength of spring is best suite to particular loads.

Testing Platinum.—Platinum being a precious metal, price considerations have caused people to market contact fitments equipped with rivets of other metals, which soon burn and pit and lead to misfiring and loss of power. Any jeweller will test a suspected contact, or it may be tested at home by placing a small filing of the suspected metal in a test tube with a few drops of nitric acid and heating it over a Bunsen burner, when true platinum will be found to stand the heat, but imitations will dissolve and dye the acid green.

Tools and How to Carry Them.—The best outfit for motorists is a roll-up looped strip with pockets for oddments in the end. The touring kit should include: One 8-inch wrench, one small adjustable spanner, special open-ended wrenches for all inaccessible nuts, trembler coil or magneto spanner if either is used, small pair of flat nosed pliers; short, strong screwdriver, valve spring remover, half round file with cover, contact file and case, tire repair kit, inflator, oil can, paraffin or petrol can, copper wire (thick and thin), sparking plug, valve cap and compression tap washers, two spare valves complete, three spare plugs complete, belt punch or drill, two spare belt fasteners, fine wire for clearing carburetter jet, sundry nuts and bolts, one or two spare nipples for Bowden wires if used. —"Road Rider," in London *Motor Cyclist*.

MORE SPEED TRAPS

WARNINGS of speed traps in active operation in the near vicinity of New York were recently issued by the A. C. A., as follows:

Larchmont, just beyond Blossom Heath Inn. Motorcycle policemen watching the Post road at Mamaroneck.

Newcastle Corners, near Mount Kisco.

At Castle Point, near North White Plains, just beyond the end of North Broadway, in White Plains.

The constables are still "working" the stretch between Metuchen and New Brunswick, and also between Perth Amboy and Metuchen.

Be very circumspect at Browntown, a post office located between Old Bridge and Mattawan.

The St. George-Tottenville road along the south shore of Staten Island is patrolled and carefully watched.

Motorists touring to Boston must be careful at [illegible] Meadow, just south of Springfield; also at North Wil[illegible]ham, east of Springfield.

Central Valley and Highland Mills, Orange County, N. Y. (Tuxedo route). A constable is stationed one [illegible] south of Central Valley. On entering the main road [illegible] Central Valley, on sharp left turn after descending [illegible] hill, two constables take the time of each machine [illegible] that point to the drug store in Central Valley. From there to a place called "Wheelman's Rest," on right [illegible] of road going north, the speed of each machine is [illegible]

ECHOES OF JOY

FROM THE

F. A. M. BING-BANG FEST

By AL. BARTSCH

"And here endeth the First Day; but there are other days which have not yet been touched."

—From *F. A. M. Programme.*

FOR once Secretary Wehman's stop watch was wrong. He predicted that the first day of the F. A. M. Meet, otherwise known on the calendar as July 1st, would have an ending, and had accordingly quoted for the Second Day:

"There will be no end to the Second Day. The Second Day will merge into the Third without it."

The ever-smiling secretary had evidently made a miscalculation with his capacity meter, for the First Day merged into the Second and the Second into the Third without a stop and with such swiftness that, by that time, owing to coincidences, everybody became mixed and would never have known there was a Fourth Day had not the usual din of the Glorious Fourth awakened the peaceful (not) slumbers of their "katzenjammers." It was almost as Fred Baker had predicted: "If anybody takes in everything on the programme he'll need an ambulance." When Saturday arrived the ever-present member, with the smile on his hat and underneath, had even forgotten to crack his face from ear to ear. The strenuous time handed out by the Meet Club was too much for him. There was during this meet, if there never was before, "a before and an after."

A TYPICAL BING-BANG FESTER.

The first day started in quite merrily, although most of the Endurance contestants were nursing swollen and sore portions of their anatomies. A few members turned out to take part in the sightseeing runs around New York City; but as evening approached, the F. A. M.'s began to swarm in around the Hotel Empire, where, upon registering, they received a handsome gold-plated souvenir button, a programme and several other mementos well worth keeping. The hotel corridor and meet room simply buzzed with endurance talk, together with the twingle-twangle of magnetos, spark plugs and belt-drive arguments, so much enthused over and enjoyed by the motorcyclist. A pleasing feature of the evening was the large number of new members brought into the Federation. This has certainlv been a banner year so far, and before many 365's roll by the F. A. M. will rival in strength that old and once powerful organization, the L. A. W.

At eight o'clock over fifty of the out-of-town members took the trip to Coney Island by automobile, instead of trolley, as had been previously arranged. With smiling faces and high-beating hearts they poured into the two large "rubberneck" coaches, and, under the guidance of a few New York "Old Salts," thundered down Broadway to and over the Williamsburg Bridge and via Brooklyn to Coney, making the first stop at Luna Park. As they entered — it seemed prearranged—the big band of the Wild West Show met them at the gate and escorted that "Smile, Damn You, Smile" bunch into the glittering maze of Luna's electric lights. Just then the clock struck ten—they were off—with tanks empty, a willingness to lubricate, and human motors in prime condition. They started in at a pace to kill. Endurance Contest No. 2 had commenced.

Meanwhile, there was still a crowd of motorists left at the Empire, who, having already seen Coney in all its glories, wandered down the "Great White Way" and took in one or the other of the summer shows. Out of that crowd sifted the "Big Six," or, as they were later named, the "Speed Merchants." They were Captain Chapple, Indian Chiefs Stanley Kellogg and Walter Goerke; the "Policeman's Joy," Billy Wray; Al Bartsch, and the trainer, Freddie Horenburger, so dubbed on account of his light yellow knickerbockers and coat. He had motored to the hotel to escort those who wished to make the Coney trip by cycle; but the majority seemed to have preferred the Benzine Buggies, they being more steady and safe in the wee, sma' hours.

There was not enough room in the rubberneck coaches for the "Speed Merchants," so the "Big Six" took to the subway and the "sub" took them to Brooklyn, via the under-water route. Trainer Horenburger tried to increase the party's number by capturing a mermaid under the East River; but as he is such a good "tickler of the ivories"

DOUGLAS: 5.30 A. M.

[illegible] known as a piano player), he skipped over the [illegible] and missed her. This is true, for some of the scales flew off the car, and Goerke, slipping from his seat, jumped on them and gave himself a weigh. (Joke.)

However, strange as it may seem, in the rush and jumble to get all and while making the change from the subway to the Coney Island Express, so called because it makes the trip to Coney Island "expressly" slow, Indian Chief Goerke must have spied a scalp and scooted to regions unknown.

"One man got lost, but is still alive;
We started with six, but landed with five."

Arriving at Luna Park just in time to view the parade of F. A. M.'s entering, we tried to mingle with them; but it was like a lot of colts let loose. They were off, shooting the shoots, bumping the bumps and spieling away with the Merry Widows of the island. One of the shooting galleries at which Chapple, Kellogg and Wray held a shooting contest, had to close down till the proprietor could send for a new lot of glass balls. Such records as nine out of ten weren't in it when these sharp-eyed speeders got going, and if Billy Wray could get his eye on the cops as well as he did on the glass balls he'd be slightly better off financially. Much amusement was afforded when Chapple spied a row of small tin Indians on the back fence, and, as Freddie the Trainer would shout out, "Here comes Hoyt, or Widmayer, or Baker!" he'd pop 'em off one after the other.

Next we visited our colored friend, Mr. Perry, who rides a double N. S. U. as well as he cuts out silhouettes. The way he cut the profiles of Stanley and Chapple out of black paper was marvellous. After exchanging cards and signatures we wended our way along the Bowery, taking in everything that rode fast. The faster it went, the more we'd ride. We started up the big inclines and whizzed away down hills and round corners. Yells of Hensonville Hill, Palenville Mountain and Paterson Stadium rent the air. Never did a crowd of motorcyclists enjoy the island more; and as the clock passed on to early morning we advanced our sparks for home, tired but satisfied with ourselves, each vowing to appear at the Bing Bang Fest that evening at Roslyn. So merged the First Day into the Second.

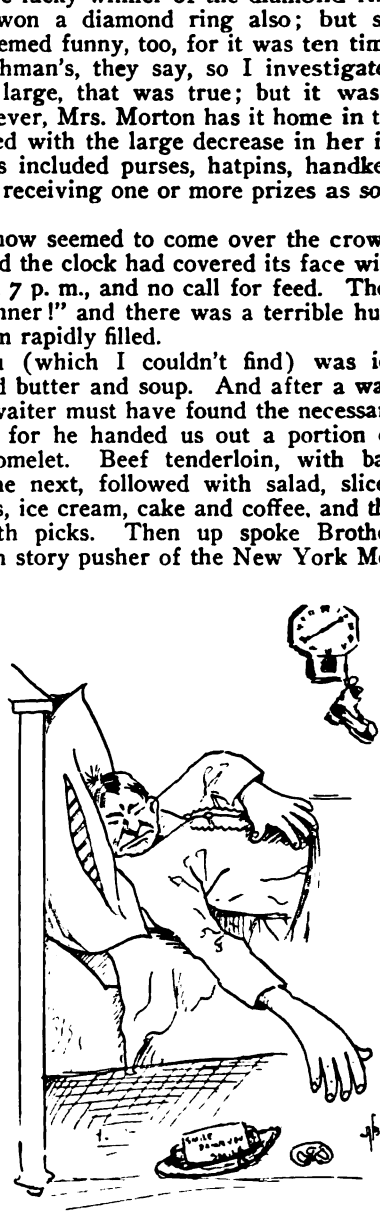
Early in the afternoon of July 2nd the Thirty-fourth Street Ferry carried the F. A. M. motorists to Long Island City. The migration to Roslyn had commenced. This town has always been a neat and quiet little village; but it now was making ready to meet its fate. The farmers had always smiled on us genially; but Henry W. said: "Old King Cole was a merry old soul; but there are others," and there were. We were going out to enjoy ourselves and do our own smiling, and our joy was to be of that kind which knows no bounds. Mike Toepel and "Long" Morton were busy arranging for the tilting and spearing contests for the amusement of our ladies, and things were getting mighty interesting. A stout wire was stretched across the road and on this were hung bags. Each bag was supposed to hold a prize; those that didn't held co fetti, and one a miniature thunder shower.

Toepel, who is full of extra dry humor, had filled one the bags with water, and when one of the motor spear made a dash for the bags and aimed at the shower—Ouc he got wet. Another fellow made a jab and nearly fell the dust, for he was choked with the quart of confe which the bag contained. Pipes, wrenches and all sorts useful presents were contained in the bags for the m Out of the dozen contestants Mike Toepel, the one-arm rider, who is known all over the country for his clev riding, surprised everyone by capturing three bags. H rode to the wire at a good clip and then, without his ha on the bar, speared his prize every shot.

The ladies—they had it easier and better, and why no Had they not been waiting up two nights for hubby a deserved reward? They simply sat in their tricars a as their husbands manipulated the throttle and spark, t feminine beauties speared the prize bags as they shot u der the wire. This contest was interesting to the fev point, for one of the bags contained a diamond ring, a you can imagine a lot of women after a prize like tha Mrs. Wehman was the lucky winner of the diamond rin while Mrs. Morton won a diamond ring also; but sh wasn't contented. Seemed funny, too, for it was ten time as large as Mrs. Wehman's, they say, so I investigate It *was* ten times as large, that was true; but it was stage diamond. However, Mrs. Morton has it home in th ice box, and is satisfied with the large decrease in her ic bills. The other bags included purses, hatpins, handke chiefs, etc., each lady receiving one or more prizes as sou venirs of the meet.

A look of anxiety now seemed to come over the crowd They were hungry and the clock had covered its face wit its hands until it read 7 p. m., and no call for feed. The someone shouted "Dinner!" and there was a terrible hub bub as the dining room rapidly filled.

First on the menu (which I couldn't find) was ic water; then bread and butter and soup. And after a wai of twenty minutes a waiter must have found the necessar chicken and its nest, for he handed us out a portion o good German ham omelet. Beef tenderloin, with bal bearings (peas), came next, followed with salad, slice Dill pickles and olives, ice cream, cake and coffee, and th usual after dish, with picks. Then up spoke Brothe Viereck, the champion story pusher of the New York Mo torcycle Club. "Gee whiz, fellows," said he, "I've got my basket filled all right, but who's got Marguerite and where is the rest of those other skirts Wehman spoke of? They're all men waiters. Give me my money back." But after a confidential chat some one spirited "Ally, old boy" outside to help "Fire Worker" Horenburger shoot off the fireworks, a large crate of which made the surrounding grounds gay with colored lights, awakening the roosters and gathering the farmers from near and far.



MR. MORTON RESTS.

Meanwhile, Nickerson, who always does things just right, was recruiting those who intended to take part in the economy contest of Friday morning and had them bring their machines to him, where he soldered the necessary seal and wire on the gasoline caps, so as not to delay things at the start. The barn at the back of the hotel was used for this purpose, and all the machines of the contestants and others were stored there for the night, under the watchful eye of Mr. Nickerson, who kindly volunteered to sit up all night and see that there was no tampering. Inside the hotel, Toepel, Wehman and Morton were getting things ready for the smoker, and it was with difficulty that they got around, owing to the crowd that was jammed inside. After all the preparations were made and the fireworks over, the bar at the foot of the stairs was lifted. (This was a wooden bar across the stairs, not the bar in the bar room, which never lifted till morning, although numerous loads departed from its doors.) The crowd jammed the stairway, which threatened to give way under the strain, and a regular gauntlet had to be run before members were allowed admittance to the hall.

First, it was required that they sign the register, and after passing under Secretary Wehman's gaze, who played the part of artist, each man was decorated with a band of red aniline dye around the thumb. If a man had two cylinders, two bands were given to him. If an F. N. he got a good dose; for the dye was on to stay and all the washing and scrubbing couldn't remove the sign of F. A. M.-ism. Passing on he received his card, "Smile, Damn You, Smile," with other interesting reading matter; also a beautiful brierwood pipe in the shape of an axe, donated by the good natured Charles F. Splitdorf, whose coils and magnetos are so well known among us. Passing on down a long, dark hall, with orders from Mr. Toepel to shout out loud, "Do it now!" each member was treated to a dose of slapstick as he bent low to pass under the blocked doorway. This so surprised most members that they jumped three feet high. The slapstick was composed of two barrel staves with a recess at the end holding a blank cartridge, which went off like the roar of a cannon as each member had his pistol pocket warmed. This weapon, in the hands of Al. Viereck, played a big part in making things lively.

Somehow or other the stick became turned around, and when "Mud Splasher" Davis came down the hall to receive his, the wad from the cartridge went through the seat of his trousers and inflicted a slight burn on—that delicate portion that occupies the saddle of his motorcycle. He stuffed a handkerchief in the hole of his trousers over the wound and limped downstairs for some liniment. A kind-hearted lady met him in the hallway and exclaimed: "Oh, Mr. Davis, where are you hurt?" He, being a gentleman, and equal to the occasion, replied, "Under the handkerchief"—and the fun rolled on.

JOHNNY NESTOR.

After each slap of the stick, each member accidentally on purpose stepped on a steel plate which gave him a shock of electric juice, intensified by a Splitdorf coil, that made his hair stand. After this long list of punishments, which were generously donated to each member, he found himself in the Chamber of Entertainment, where beer flowed unceasingly and gasolonowhiskey (copyrighted) squirted from the "fountain a la electric."

At 9.30 the hall was filled to suffocation, and, although there were rivers of beer flowing around, held in check by waiters, the heat was awful, and coats and collars were soon flung to the winds. The "orchestra" was noisy, but the gallery was as unruly as in a burlesque theater. The so-called gallery consisted of two long benches, one on top of the other. The so-called unruly bunch consisted of Howard Wray, Frank Baker, Paterson (especially noisy), Viereck (the same), N. S. U. Freddy and Robinson, each with a "bucket of suds" in his mit (a la Viereck). Their mouths were going at a sixty-five an hour clip, and it was necessary for "Long Drink-of-Water Morton" to make a speech to them, so that the plate in the flashlight camera wouldn't melt from the hot air. A very good attempt at taking a flashlight was made, and the show commenced.

MME. LOLA.

The programme was lined as follows, with apologies:

I. Bert Forest. A pretty boy who sang nicely and prettily; but too much noise. We had to hand him over to the ladies. He ran better there. *Drinks passed around.*

II. Johnny Fox. A slim boy who had a voice as bad as George M. Cohan; so he tried to imitate him and lasted pretty good. One song seemed to interest the bunch fairly well. It was about a hole in a girl's bathing suit, etc. *More fluid.*

III. Kelly and Adams. A she and a he, both about 200 pounds apiece. He passed. And she—certainly could spout Irish songs in her own corned beef style. *More fluid suds.*

IV. Harry Breene. Went pretty good until he sang "Harrigan," and then his motor fairly hummed. They were all off; "Harrigan" for two encores, and sung by the bunch. Then Viereck introduced Swenson into the song instead of Harrigan, and everybody bit.

IV½. Mr. Morton was voted a good fellow, etc., and covered with a necklace of pretzels. *Suds and sandwiches.*

V. Mme. Lola. Introduced herself. Wore spangles mostly, but did a neat and quiet "la sorrela." The boys wanted more, but the heat was telling. However, she was the favorite and missed her trolley, affording "Doc" a very enjoyable chat on the side porch.

Then there seemed to be a hurricane, and all the Japanese lanterns hung on the ceiling went upside down and about a ton of confetti flew around and covered everybody. Poor Mr. Hendee, the stout and good-hearted chief of the Indians, had to be rescued from the cyclone. After the song, "How Dry I Am" (surprising, too) and the NECESSARY REMEDY we came to

VI. Johnny Amon. He started in with a recitation, every stanza ending with "Now Walk——! ——!" Walk! (Imagine!) It was a peach, and if he only used "motorcycle" in his talk instead of "stage coach" there would have been

a riot. He was good and backed off with a good hand.

VII. Jack O'Donald tickled his carburetter and made a good start. His motor ran good and his exhaust (stories) were the kind that take with the boys.

VIII. Johnny Nestor. The little man with a big voice, or "The Man Who Sings to Beat the Band," let it out some, and his last notes were so stirring that he almost knocked down the gallery.

IX. Mr. Fox again obliged and sang a lot of knocks to the tune of "I'm Afraid to Go Home in the Dark." He hit Curtiss, Ovington, Toepel, Mann, Douglas, Hastings, Newton, Wehman, Chapple, Wray and Betts pretty hard; but 'twas all for fun, so everything went on and the beer still gurgled.

Swenson wanted ginger ale, so Paterson hollered out: "Hey, Morton! there is a man back here choking for something soft to drink!" Morton answered sweetly in a voice that could be heard a mile, and to everybody's amusement, "Let him choke!" He, Swenson, didn't.

All the talent repeated with new numbers and things kept humming along with no signs of stopping at 3 a. m. At this hour the talent, including the orchestra. came down stairs to the porch and entertained the hotel guests and our ladies, and we one by one travelled to our rooms, not to sleep—for that was impossible—but to study where and how to make the attempt. When I reached room No. 18, Roland Douglas was seated on the floor at the door and, with the aid of a candle, was studying a map trying to find out how to get into the room and find his cot. Six cots and a double bed, one dresser and two chairs in a 12x12 room. Imagination it!

We attempted to sleep, but nix. The cots were like feed-bags tacked to a picture frame, and every time you moved they sank lower and lower. I had to stick my elbow to one side and my heel to the other to keep the slumber boat apart. Every minute shrieks and yells and pistol shots rang out. At 4.30 it quieted for a minute, when some big six-footer started through the halls crying like a baby and yelling at the top of his lungs: "Hey, Nestor, where are you? I ain't going to sleep alone." Ho, ho, somebody handed him a bottle, and, guess—and he went to sleep in a wash basket.

But the worse nuisance of all was the pistol fiend (name withheld—life mercifully spared) who had about a wagon load of blank cartridges, and who kept shooting and shooing. We attempted to drown him with water, shavin cups and cakes of soap, but without avail. Even the furous cuss words of a neighboring farmer, who threw up th window of the house across the road with a bang. and with a mouth like a ferryboat slip with lace curtains shouted out: "Hi, thar! If ye don't hol' up in that shoo in' t'ing I'll come down wid an axe, by gosh!" It stoppe shootin' five minutes later because it had no more blanks.

It was only then that Roland Douglas, fagged out b his exclamations of protest and the figuring out of "tha cussed Endurance Run," dozed off to sleep only to b awakened again to verbal action when Wray, on his bab Clement, started exhibitions in front of the hotel. Th chug, chug was music to the ear—not—at 5.30 a. m. With out closing his eyes in sleep the entire night Douglas sa up in his cot, and, attempting to scrape the "glue" out o his lamps, dressed and made ready for the Economy Run.

Such a mixup. Six men in a room, with one pitcher o water to wash with didn't suit the bedraggled looking bunch. And the looks of the halls as the tangle-haired glue-eyed F. A. M.'s hung around for a try at the bath tubs was a sight to behold. Every towel in Roslyn was covered with that "red dye of the thumbs", and faces white with that morning-after whiteness began to take on color as the towels smeared on the aniline rouge. The hotel looked as though an earthquake had struck it. Poor "Doc" Bishop and his help had a nice place to clean up, while the breakfast room had a sad and vacant look, and, for some reason or other, bromo seltzer was being served in place of fried eggs and coffee.

Morton, "the King of the Joy Programme," could be heard sawing wood from cellar to roof, and all the efforts of Paterson and Baker, the once noisy twins, couldn't wake him. At 8.15, after much coaxing and pleading, Douglas and Nickerson at last got the Economy bunch off. But the start caused no excitement or interest. It would have taken a miracle to have excited that weary crowd of bing-bang-festers. The contest was over about 12, and shortly after that a small, select and cautious coterie went over to the shore and sampled the clam bake. Nothing special happened, except that the clams vanished *ad lib.* Finally, the crowd gradually crept back to New York, dead tired, most of them murmuring those grand old hymns, "R-e-m-o-r-s-e" and "I'm on the Water Wagon Now." And thus ended Endurance Run Number Two, 1908, in which everybody made a perfect score.

ARRIVAL AT CHICAGO

(*By Wire to* MOTORCYCLE ILLUSTRATED.)

CHICAGO, Ill., July 16.—The Indian is the only perfect score team. Excelsior second, 10 points. Geo. W. Lyon, unattached, on a Torpedo, was also perfect.

SOUTH BEND, Ind., July 14.—Only one more day's riding remains for the New York-Chicago motorcycle tourists—between South Bend and Chicago—and that the easiest of any attempted during the tour. A seven-hour running schedule has been arranged by Tourmaster Alofsin, which, with the two controls and the checking station at Hobart, will bring the riders into Chicago about 4 p. m. The run to South Bend included the economy test, and all but one of the contestants received a clean bill of health in the competition. It was hoped that the economy run over some of the Indiana sand would tend to eliminate some of the individual perfect scores and simplify scoring for the Examiner Loving Cup. As it stands now, the Indian is the only perfect team, with the Excelsior only ten points behind. Wednesday affords the only opportunity for the Excelsior to pull up, and it will be a battle royal.

The economy test to-day proved a revelation, N. C. Trumpour of the Excelsior team and George N. Holden of the Indian team having the tilt all by themselves. Trumpour won by a scant pint. The rules provided for single-cylinder machines travelling eighty miles on a gallon of gasoline, and double-cylinder machines covering sixty miles on a gallon. All of the contestants acquitted themselves well, but in addition to the showing, made by Holden and Trumpour, Kellogg, riding a double-cylinder Indian, shone brilliantly, proving a good nurse by getting his machine through the eighty miles between Mishawaka and Butler on a gallon and four ounces. Following is the record of the economy test to-day:

H. C. Trumpour, Excelsior, 2 qts.
Geo. N. Holden, Indian, 2 qts., 1 pt.
H. W. DuSell, Thor, 3 qts.
J. A. Turner, Merkel, 3 qts.
B. S. Barrows, Indian, 3 qts.
G. W. Lyon, Torpedo, 3 qts., 1 pt.
W. P. White, Merkel, 3 qts., 1 pt.
Arthur Lyon, Excelsior, 3 qts., 1 pt.
C. S. Hinckley, Thor., 3 qts., 1 pt.
J. S. Woodworth, Excelsior, 4 qts.
Harry Lake, Light, 4 qts.
William Bewley, R-S, 4 qts.
George C. Smith, R-S, 4 qts.
E. T. Banes, R-S., 4 qts.
Joseph DeSalvo, Armac, 4 qts.
S. T. Kellogg, Indian (twin), 4 qts., 4 ozs.

MILE-A-MINUTE GUSTAFSON.

ON THE CLIFTON SAUCER

Marvellous Bursts of Speed on the New Six Lap Motorcycle Track.

A BUNCH OF NEW RECORDS

New professional records made at Clifton, N. J., July 5, 1908, by J. B. de Rosier, Springfield, Mass.:

	Time
½ mile, trial, F. S.	:27⅘
1 mile, trial, F. S.	:56
1 mile, competition, S. S.	1:13½
1 mile, competition, F. S.	1:03½
2 mile, competition	2:27⅘
3 mile, competition	3:40
4 mile, competition	4:56½
5 mile, competition	6:12⅘
6 mile, competition	7:23
7 mile, competition	8:32
8 mile, competition	9:45
9 mile, competition	10:55⅘
10 mile, competition	11:59

There were no previous authentic professional records.

New amateur record made at Clifton, N. J., July 5, 1908, by Fred Huyck, Chicago:

1 mile, competition, flying start	:57⅘

BANG! Br-r-r-r-r—b-r-r-r—brrrrrr. Zizz-brrrr. Thus the men, two at a lick, whizzed around the Clifton Saucer on July 5th at the F. A. M. Meet. Round and round they flew, paired off two by two, showing frightful pace, forty, fifty, sixty and even 64 miles an hour; indeed, when they dived down the curves they must have touched eighty miles an hour. Fancy this on a six-lap track, brand new, of wood, fresh from the sawmill and the carpenter's hands, highly banked, and the men whizzing round at nine seconds to the lap, or thereabouts. It was wonderful, hair-raising, and the 5,000 spectators applauded hugely. At times they sat open mouthed as a rider would fly up the steep curves and tremble there for an infinitesimal part of a second. For to falter meant trouble, meant perhaps death—death not only to the rider, but to the spectators in the center of the ring. Of these there were several hundred, fairly well packed, and, of course, human-nature fashion, they hung as close to the track as possible. And, note this particularly; there was not an inch of guard rail between them and the riders. Of course, if one of the racers had got into trouble, his first instinct would have been to rush to the level center for safety's sake, and one can fancy what would happen if a man going fifty miles an hour had suddenly charged the crowd. Through great good fortune nothing happened. But the Clifton Saucer is a death-trap, and if motorcycle racing is persisted in there, it will soon start a record of mortality.

The meet furnished two stars of the first magnitude—de Rosier in the professional, and Gustafson in the amateur class. Nor must Fred Huyck of Chicago, also an amateur, be overlooked. De Rosier won the ten-mile professional race in vigorous style, and immediately after made world's records at one-half and at the mile. In fact, his one-mile trial was the star event of the afternoon. Taking a flying start, and amid intense silence, he flew round the six-lap track with a perfection of style, rushing madly along the straights and taking the curves in sweeping fashion. The crowd sat breathless through it all, palpitating, trembling, excited, delighted. De Rosier flashed past the half mile in 27 3-5. The best previous time recorded for this distance was 38 4-5, made by de Rosier himself, in competition, at Cambridge, Mass., August 19th, 1905. Then he was an amateur; now he is a professional. The mile was finished in 56 seconds. The best previous record for this distance was 56 2-5, by F. C. Hoyt, also made at Cambridge, Mass., on August 19, 1905. But de Rosier

practically rode 100 feet over the mile, and if he practiced on this track it is certain that he could do it in 52. In the ten-mile professional race, de Kosier beat out John King of Newark, N. J., doing the ten miles in 11.59. He was in no way pushed and did not come near the record, which is 10.38, made by F. C. Hoyt, at Chicago, Ills., on May 30, 1906.

By far the most attractive figure at the meet was Charles Gustafson of Springfield, Mass. He rode an heat after heat convincingly. He won the five-mile pursuit race, beating Hoyck of Chicago, and the popular Walter Goerke of Brooklyn, N. Y., brought in the three-mile race Goerke favored the proposition and beat Gustafson out. Gustafson is the beau ideal of motorcycle racers. He is but eighteen years old, splendidly built and his style of riding is sure to whip the spectator into the highest pitch of excitement. As he sped around the track, courage showing in every movement. Sitting his wheel like a statue, he flew around lap after lap seemingly a part of the machine itself. His youth, his head, determined look in full flight he seemed like a pursuing demon—appealed to the crowd vastly, and he was undoubtedly the hero of the meet. Gustafson's record for the day was: First in two-mile heat, doing 1.01 1-5 for the second mile; won the five mile amateur in 5.18 2-5, doing the second mile in 1 minute flat; won a mile heat in 1.18 4-5 and a three-mile heat in 3.37 3-5.

J. W. de KOSIER, WHO BROKE THE MILE RECORD.

As for Hoyck, while he won no prizes, in a two mile heat he defeated Peter Cox of New Haven in 2.12 1-5. At the first mile, run in 1.14 3-5, Hoyck was slightly behind, so that he covered the second mile in better than 57 3-5, which would seem to be a new record.

Another notable rider was Walter Goerke, the popular Brooklyn man. He showed [illegible] in several heats, [illegible] and his great performance of the day was his victory in the three-mile amateur race, in which he defeated Gustafson. He is of the quiet sort, a very determined rider, and has a large following.

The race meet attracted between four and five thousand people. It was scheduled for Saturday, July 4th, and a special train carried sixty-five L. A. W.'s over the Erie Railroad and out to Passaic. But they arrived in a downpour, took temporary refuge in a restaurant, and finally reached the track to find everything wet. The approaches to it were wet and muddy, and the turned under the ground sand was filled with water. This afforded so dangerous a message that contestants agreed and it was decided that shortest by passing down to ride the track to the center. All of the officials lingered about two in the cars from Newark, Paterson and Passaic, [illegible] [illegible] people, but the [illegible] was called to postpone the [illegible] Monday. It proved a [illegible] but [illegible] [illegible] [illegible]

The meet was long drawn out. This was because the track had been condemned as dangerous and only two men competed at a time. They appeared one on one side and the other conversely opposite, for it was decided that to race more than two men would be perilous. Of course, this is not motorcycle racing. While the spectacle of two men riding round a track of this sort is certainly very exciting, the competition feature is cut down to a minimum. It takes three to make a race and four are better; but neither three nor four will probably ever be raced together on the Clifton Saucer. To permit it would be criminal. Indeed, the track seemed to strike such fear into the hearts of many of the riders, that they packed up and went home. It is said that George M. Hendee told his Indian riders that they could go home if they wished, for he would not be responsible for anything that might happen; while Mr. Sherman, of the Light Company, shipped his men directly home and sent their machines away before the races started.

In one of the events the referee stopped the heat after a few laps and held up Gustafson, who was protested on account of the machine he rode, it being claimed that its capacity exceeded 30.50 cubic inches piston displaceplacement. It was a new twin Indian, built especially for this race. After a confab the referee permitted the race to be ridden under protest. At the finish of it the Indian people gladly gave the machine to the referee and told him to dissect it to a finish. They asserted that it was absolutely O. K. as to piston displacement, that they had nothing to fear, that they were above double dealing in sport; and all this proved true. The machine was found to be within the maximum displacement for its class.

WALTER GOERKE, THE POPULAR BROOKLYN RIDER.

It was over on the short backstretch that the greatest enthusiasm was manifested. It was here that the racing machines were made ready for the conflict, and where they received the last finishing touches in preparation for the wonderful bursts of speed that some of them showed. It was here, too, that the riders assembled between the races. They always drew a ring of curious spectators about them wherever they stopped, and their audiences eagerly absorbed every scrap of conversation they could overhear. Just back of the stretch was one of the stands. Its occupants were not one whit behind those inside the enclosure in their thirst for information; and they were quick to catch on, too. Such remarks as "Put in your plug" and "Oil her up!" greeted the riders as they were lined up at the starting point.

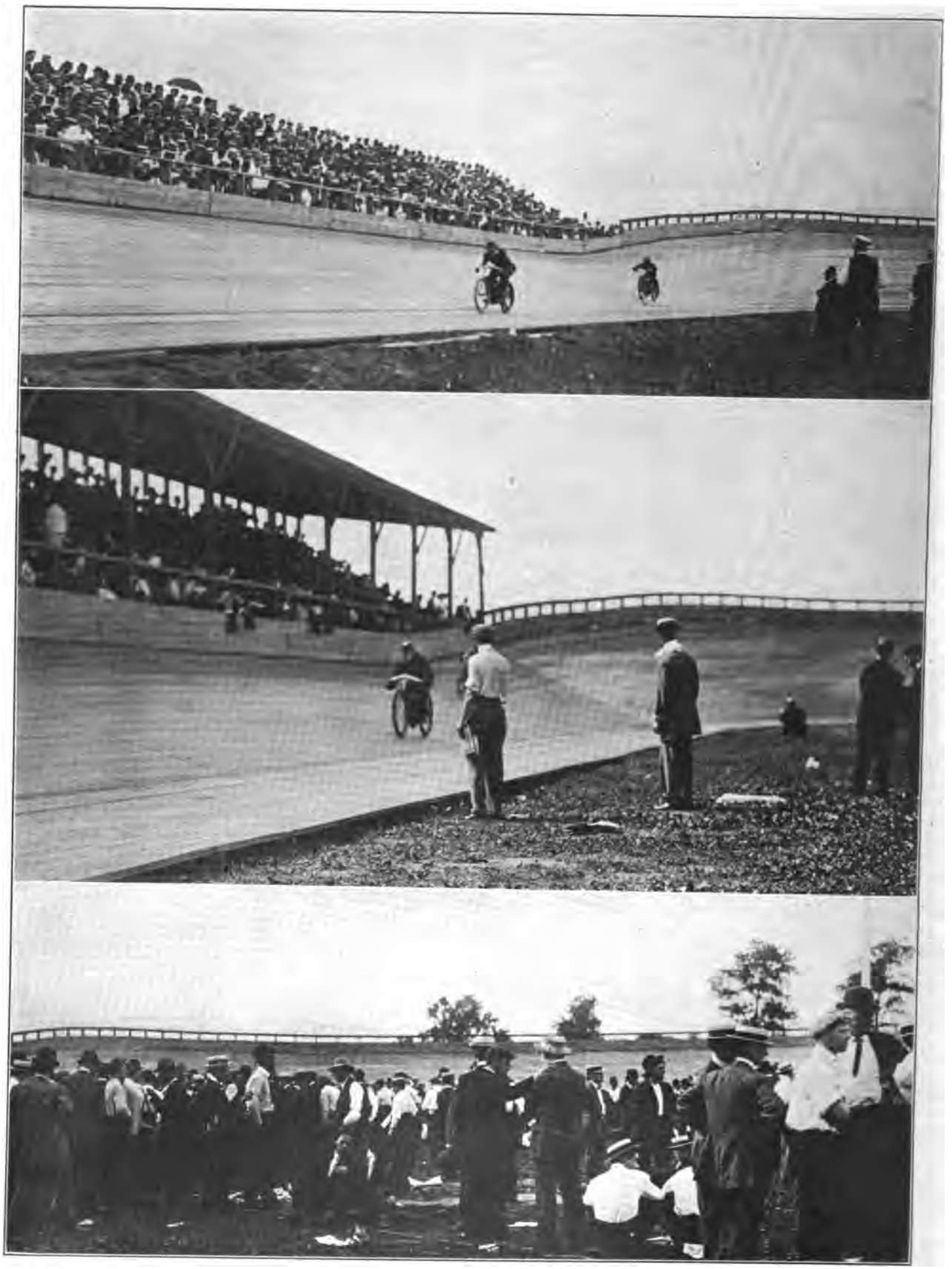
The crowd became so dense around the machines at times that it overflowed the ropes and reached out to the very edge of the track itself. Of course, racing could not go on while the spectators interfered in this way, and it took several minutes on a number of occasions to drive them back within bounds. Just at the point of entrance to the enclosure was where the curious ones gathered in greatest numbers, and this was just the one point where they were most in the way.

This entrance is only a little four-foot wide tunnel, dug from both sides toward the centre and deepest right in the middle. It was low overhead too, and every man more than five feet high had to stoop to pass through. Just at the inner end the crowd gathered, and the trainers, in rushing their machines down one side of the chute and up the other nearly bowled some of them over.

By the time the first race was called, shortly after two o'clock, both the stands were jammed full and there were another 1,000 spectators in the enclosure. These latter put up with many inconveniences, especially the crowding around the ropes and the great heat. There was absolutely no air stirring and the sun beat mercilessly down into the bottom of the saucer. Still, the crowd stuck it out the whole afternoon and there were but few complaints.

When the first two men were lined up, one in front of the grand stand and the other just opposite on the back stretch, there was one breathless, intense moment between the whistle, indicating that all was in readiness, and the sharp bark of the starter's pistol. Then the men were off, George H. Ruck, of New York, 3½ h. Minerva, and A. J. Sicard, of Hackensack, N. J., 3½ h. Thor. This event was a two-mile novice, limited to motorcycles not exceeding 30.50 cubic inches piston displacement, and these two entries were the only ones left after the deluge of the day before, which drove most of the out-of-town riders home. Sicard had all the running to himself after the first four laps and won handily in 2:18 1-5.

Then the two professionals were called out, and after a few preliminary rounds to get their machines warmed up they were ready for the gun. The riders were John King, of Newark, N. J., and J. B. de Rosier, of Springfield, Mass., both on Indians. King started off well and at one point was ahead of de Rosier. This was for only a very brief period, however, and after the first five miles de Rosier lapped him again and again, finishing in 11:59. Much better time would undoubtedly have been made had King furnished better pace for de Rosier. As it was he failed to oil his engine and this accounted for his slow last five miles. Great efforts were made by the Indian



THE BLEACHERS, GRAND STAND AND INNER FIELD.

trainers to make King understand what was needed, and every time he came around they shouted, "Oil, oil!" at him, through a big megaphone, and tried by signals to show him what to do. His big engine made so much noise, however, that it was impossible for him to hear anything.

Right after this de Rosier made his exhibition mile. This was the startling feature of the day. The spectators had been led to believe something would be doing in the record-smashing line and this expectation was justified. de Rosier settled well down on to the handle bars, tucked his knees in under his elbows, held them there close to the frame, and then opened his throttle wide. Three laps he made, gaining speed every instant. On the fourth he got the flag and on the fifth the starter's gun popped and he was off like a shot. So fast did he go that it made a person dizzy to watch him. He stuck pretty close to the black line at the inner edge of the embankment, riding just about two feet above it most of the time. His engine ran beautifully. It gave off that musical, humming sound that is so pleasant to the motorist's ears. Not a miss could be detected as he flashed round and round. The crowd was simply fascinated. It rose to its feet, silent and intent, and full of wonder at the daring of the rider.

When he had finished and began to slow down, cheers greeted him, and a sigh of relief went up from both spectators and officials. The best world's mile had been clipped 2-5 of a second and the half mile had been done in 27 3-5 seconds; but every one present fully realized the danger there was in doing it. A tire gone flat, a broken chain, a hand unsteady for a single second, or any one of a hundred other causes would have worked most disastrous results.

After the de Rosier flight there was a five-mile amateur event for private owners only, limited to motorcycles with engines not exceeding 61 cubic inches piston displacement. Only two owners cared to compete for the handsome prizes. Louis Steinhauser of Philadelphia won on a Bradley single, putting up a very pretty exhibition of riding till the final lap, when his rear tire went flat and he pedalled across the line. Frantic cries of "Louis, Louis! Go on!" did not help much.

The largest list of entries of the day turned out for the five-mile amateur pursuit race, engines not to exceed 61 cu. in. piston displacement. Eight riders rode in heats of three miles, two riders each. Then the four winners met in semi-finals and these again raced the full five miles to decide the winner. In the first heat Peter Cox, Indian, defeated C. S. Hinckley, Thor; in the second Charles Gustafson, Indian, won from Alex. Klein, Harley-Davidson. In the third heat Fred Huyck, Thor, bested George H. Ruck, Minerva; and in the fourth Walter Goerke, Indian, captured first from Louis Steinhauser, Bradley.

In the semi-finals Fred Huyck won from Peter Cox and Gustafson from Goerke. Then Gustafson and Huyck rode in the final, resulting in a win for the former in 5:18 2-5. Huyck was second in 5:27 1-5, and the third place went to Goerke by default, Cox failing to ride.

Goerke carried off the honors in the fourth event, a three-mile amateur for engines not exceeding 30.50 cu. in. piston displacement. Heats were run of one mile each. The first was won by Alex. Klein, Harley-Davidson; the second by Walter Goerke, Indian, and the third by Charles Gustafson, Indian. In the semi-final Gustafson beat Klein and was then in turn beaten half a lap by Goerke, in 3:17.

SUMMARIES

Two-Mile Novice—Limit, 30.50 cubic inches piston displacement. First, A. J. Sicard, Hackensack, N. J., 3½-h. Thor (26.96); second, Geo. H. Ruck, New York, N. Y., 3½-h. Minerva (26.80); stopped at tenth lap. Time, 1 mile, 1.32 2-5; two miles, 3.07 2-5.

Ten-Mile Professional Pursuit Race—Limit, 61 cu. in. piston displacement. First, J. B. de Rosier, Springfield, Mass., Indian; time, 11.59. Second, John King, Newark, N. J., Indian. Time, 12.06.

Time of each mile:

1st mile, de Rosier..	1.13 1-5	6th mile, de Rosier.	7.23
2d mile, King.....	2.27 2-5	7th mile, de Rosier.	8.32
3d mile, de Rosier..	3.40	8th mile, de Rosier.	9.45
4th mile, King....	4.56 1-5	9th mile, de Rosier.	10.55 1-5
5th mile, de Rosier.	6.12 3-5	10th mile, de Rosier	11.59

The best record in a ten-mile race, flying start, is Kellogg's, 9.42.

De Rosier's trial against time: Half mile, 0.27 3-5; one mile, 0.56.

Five-Mile Amateur, Private Owners Only—Limit, 61 cubic inches piston displacement. First, L. Steinhauser, Philadelphia, Pa., Bradley; second, A. G. Chapple, New York, N. Y., 6-h. N. S. U. (48.50). Chapple stopped at 3½ miles, the reason given being that he felt unsafe on the track, having had no time to practice on it. Time of each mile:

1st mile.....	1.13	4th mile.....	4.10 2-5
2d mile.....	2.42	5th mile.....	7.56 4-5
3d mile.....	3.55 1-5		

Five-Mile Amateur Pursuit Race—61 cubic inches piston displacement; run in two-mile heats. First heat, first, Peter Cox, New Haven, Conn., Indian; time, 2.15 3-5. Second, C. S. Hinckley, Aurora, Ill., 7-h. Thor; time, 2.24.

Second Heat—First, Charles Gustafson, Indian, Springfield, Mass.; time, 2.19 1-5. Second, Alexander Klein, Philadelphia, Pa., 3¼-h. Harley-Davidson (26.84); time, 2.25 2-5. Klein rode the first mile in 1.18, after which Gustafson overtook him. As Gustafson was somewhat behind at the mile, he must have ridden his second mile away under one minute. It was in this event that Gustafson stamped himself on the crowd as a remarkably showy and effective rider.

Third Heat—First, Fred Huyck, Chicago, Ill., 5-h. Thor (38.60); time, first mile, 1.12 2-5; second mile, 2.16 4-5. Second, George H. Ruck, New York, 4½-h. Minerva (35.13); time, 2.31 2-5.

Fourth Heat—First, Walter Goerke, Brooklyn, N. Y., 7-h. Indian; time, one mile, 1.16 3-5; two miles, 2.19 4-5. Second, Louis Steinhauser, Philadelphia, Pa., Bradley; time, 2.36.

First Semi-Final Heat Between Winners of Previous Heats—First, Fred Huyck; time, first mile, 1.14 3-5; two miles, 2.12 1-5. Second, Peter Cox; time, 2.18 1-5.

Second Semi-Final Heat—First, Charles Gustafson; time, one mile, 1.13 4-5; two miles, 2.13 3-5. Second, Walter Goerke; time, 2.19.

Final Heat—Five miles. First, Charles Gustafson; time, 5.18 2-5. Second, Fred Huyck; time, 5.27 1-5. Time by miles:

1st mile.....	1.11 2-5	4th mile.....	4.15
2d mile.....	2.11 2-5	5th mile.....	5.18 2-5
3d mile.....	3.13 1-5		

Three-Mile Amateur—30.50 cubic inches displacement; run in one-mile heats. First heat, first, Alexander Klein; time, 1.20 1-5. Second, Louis Steinhauser; time, 1.28 3-5.

Second Heat, first, Walter Goerke; time, 1.11 3-5. Second, Peter Cox; time, 1.14.

Third Heat, first, Charles Gustafson; time, 1.18 4-5. Second, A. J. Sicard; time, 1.25 4-5.

Semi-Final Heat—Distance, three miles. First, Charles Gustafson; time, one mile, 1.13 4-5; two miles, 2.20; three miles, 3.27 2-5. Second, Alexander Klein; time, 3.31 2-5.

Final Heat—Three miles. First, Walter Goerke; time, one mile, 1.12; two miles, 2.12 4-5; three miles, 3.17. Second, Charles Gustafson.

ECONOMY CONTEST SURPRISE

Walter Davidson Travels Fifty Miles for a Nickel

TRULY remarkable results were achieved in the fifty-mile economy contest promoted by the 1908 F. A. M. Meet Club over Long Island roads on July 3d. Year after year the figures have been shaved closer and closer to the minimum, as applied to the cost per mile of motorcycle propulsion, but it took Walter Davidson of Milwaukee, on one of the 3½ Harley-Davidson machines, to demonstrate to all comers what real economy is. Davidson covered eight and a fraction miles of hilly roads between Roslyn and the famous Krug's Corner in Mineola six times over, a total distance of fifty miles, on just one quart and one ounce of gasoline. This was four ounces less than F. A. Baker of New York City, on a 2¼ Indian, and 15 ounces less than Frank P. Baker of Brooklyn, on a 5 h.-p. double Indian, who were second and third, respectively, required.

Eighteen riders participated in the test, and their machines were divided into three classes. Class I was for those with piston displacement not exceeding 21.10 cubic inches; Class II for 30.50 cubic inches, and Class III for machines up to 61.00 cubic inches. The start and finish of the course was at Roslyn, and at 7.30 in the morning preparations were well under way for the start.

A new system of measuring the quantity of fuel used was tried by the officials and it worked perfectly. Instead of the tanks being drained and a certain quantity of gasoline then being put in, as in previous contests, the tanks were filled at the start right up to the cap and sealed, and then again at the finish they were refilled, the exact quantity on the last filling being taken carefully. This method of measurement did away with all errors.

After the tanks were filled and sealed the riders got away on a sort of go-as-you-please schedule, the first leaving about 8 o'clock. Not all of the entrants rode to the best advantage, some going more for the pleasure and fun to be gotten out of it than to make a good showing. Two were penalized for pedaling.

In Class I F. A. Baker carried off the honors, bettering his own record of the year before when he defeated all competitors. He used one quart and five ounces. Frank P. Baker won in Class III with a consumption of one quart and one pint, a really remarkable showing for a big 5 twin. Davidson, however, with his one quart and one ounce only, created the sensation of the day. His cost per mile figures out at one-tenth of one cent. That is, at 20 cents a gallon, the quart and a fraction used to make fifty miles would cost just a trifle over 5 cents. These figures are most remarkable, and will probably stand for a long time as the extreme point of economical human transportation. The summary:

CLASS I.—For machines not exceeding 21.10 cubic inches piston displacement.

	Rider.		Mount.	Fuel Consumption. Qt.	Pt.	Oz.
1.	F. A. Baker, New York City	2¼	Indian	1	0	5
2.	F. Mercier, Brooklyn, N. Y.	2¼	Indian	1	1	6
3.	George Sherman, Pottstown, Pa.	3	Light	1	1	9
4.	George V. Lyons, New York City	3	Wagner	2	0	2
*5.	B. A. Swenson, Providence, R. I.	2¼	Indian	2	0	10
6.	A. J. Sicard, Hackensack, N. J.	3	Thor	2	0	15

*Penalized 8 oz. twice for pedalling on Roslyn hill.

CLASS II.—For machines not exceeding 30.50 cubic inches piston displacement.

	Rider.		Mount.	Fuel Consumption. Qt.	Pt.	Oz.
1.	Walter Davidson, Milwaukee, Wis.	3½	Harley-Davidson	1	0	1
2.	A. H. Patterson, Brooklyn, N. Y.	3½	Indian	1	1	3
3.	Alex Klein, Philadelphia, Pa.	3½	Harley-Davidson	1	1	5
4.	Fred Voelker, New York City	3¾	N. S. U.	1	1	9
5.	Bert S. Barrows, Springfield, Mass.	3½	Indian	2	0	11
6.	William H. Robinson, Elmhurst, L. I.	4½	F. N.	2	1	1
*7.	Louis Decker, Brooklyn, N. Y.	3	Merkel	3	0	8

*Penalized 8 oz. for stopping on Roslyn hill.

CLASS III.—For machines not exceeding 61 cubic inches piston displacement.

	Rider.		Mount.	Fuel Consumption. Qt.	Pt.	Oz.
1.	F. P. Baker, Brooklyn, N. Y.	5	Indian	1	1	0
2.	W. Sarony, Brooklyn, N. Y.	5	Vindec	1	1	9
3.	A. G. Chapple, New York City	5	N. S. U.	2	0	4
4.	J. F. McLaughlin, New York City	6	N. S. U.	2	0	11
5.	H. T. Scott, Bristol, Conn.	5	Indian	3	0	12

MANITOWOC, Wis., July 4.—At the Fair Grounds this afternoon, Joseph Pieterick spread-eagled a field of four riders in the two and one-half mile motorcycle race. The track was a half-mile circuit and Pieterick won the race in 3 minutes 27½ seconds. He rode Dr. G. W. Pachen's Harley-Davidson. After Pieterick, the order of finish was: Second, Edward Nelson, Indian; third, Ray Frick, Indian; fourth, Charles Schumacher, M.-M.

A MOTORCYCLE jaunt which will try the mettle of both the riders and their machines has just been started by H. L. Rothe and J. Williams of Omaha. The young men are expert riders and will travel only with such luggage as they can carry on their mounts. In making the trip they will follow Union Pacific route, and will visit Denver, Cheyenne, Salt Lake City and all the other points of interest on the way. The ride will not be for a record, but purely a pleasure trip.

LOS ANGELES: NEW TWENTY-FIVE MILE RECORD

IT is not every day that new records are made. but to lower the time for twenty-five miles at one meet by two machines is a feat that is still less common, and one that the Los Angeles Motorcycle Club may feel very proud of having accomplished. This it did at its race meet on June 27th at Agricultural Park. The meet was the most successful ever held by the club so far as the races were concerned, but on account of the date, a week day, only about 1,500 people turned out. This is the smallest audience that ever attended any of the events run off by the club, and it has decided to run all future races on holidays.

M. J. Graves, mounted on a 3½-h. Indian single, won the first twenty-five-mile race ever held on a Southern California track, defeating many double machines and annexing a world's record in 26.38 3-5, bettering Walter Goerke's 29.15 made last October in Philadelphia. C. Balke, riding a strictly stock Thor double, the fifth one to be turned out by the factory, also cut the previous world's time for the quarter century 1 minute 38 seconds.

In this long race some of the most skillful riding ever seen in this section of the country was done. Graves got his Indian off first and took the pole. Balke, on the Thor, got away fairly well, and before the first mile had been reeled off, was neck and neck with the little Indian rider. The seventh mile saw Balke pass Graves and assume the lead himself. This position was maintained for two or three miles, when Seymour, riding an H. & H. double, forged to the front and assumed command of the column.

The first ten miles were made in 10.44 3-5. Seymour held this lead, gaining at each lap, until the fifteenth mile had been reeled off. Here trouble developed with a connection.

One of the secondary wires to a spark plug broke loose, forcing him to run on one cylinder. He stopped and tried to make temporary repairs, but the wire would not stay, so for ten miles he held the live wire, with its 500-volt current, against the hot spark plug and came in third, after losing a mile and two-thirds on his stop. When he came in his hand was burned where he had pressed it against the top of the cylinder, and every time that the wire slipped from the plug the 500-volt current went jumping through his body.

The races started off with a five-mile event for fully equipped stock, single-cylinder machines. Graves, on an Indian, which was ridden under protest, jumped to the lead at the very start and was never headed, winning hands down with nearly a quarter of a mile between him and Balke, who was riding a Thor. Irwin Knappe, on an Indian, came in third. The protest on the first race was because the machine ridden by Graves is alleged not to have been strictly stock.

The second event, also at five miles for fully equipped stock machines, was for multiple cylinders. "Fearless" Balke, on a Thor, made the rest of the entries look like old timers and won hands down in 5.30 flat.

Considerable amusement was furnished in the third race by the contestants having to eat a piece of pie before starting on the second mile, and stopping again at the end of the second to drink a glass of water. The way in which the boys devoured huge chunks of America's favorite dessert was comical in the extreme. Knappe, with the combination of a fast Indian and a huge appetite, finished first, doing up the pie, the water and the three miles in 5.13 4-5. Shafer and Balke finished in that order.

The fourth race of five miles for the Club Challenge Cup brought out but three entries—Risden, Hoag and Shafer. The first two made a pretty race for the two miles and then Risden's Indian broke down coming into the stretch, leaving Billy Hoag practically alone in the race, as he was then half a mile ahead of Shafer. The five miles were made in 5.50, with Hoag winner.

The double race for the Challenge Cup, which was confined to the club members only, resulted in some warm words. Earhart had a machine which in the past has made money for Derkum, and the other members of the club who had entered refused to ride except under protest.

After formal application had been filed the boys were started off with Earhart in the lead. He was never headed, and after making three of the five miles in one minute flat finished the five in 5.09 flat. G. Blaylock, with the special Thor, came in for second money, with Billy Hoag on the H. & H. double, third.

The sixth race, a five-mile, free-for-all, single-cylinder affair, went to Billy Hoag, riding the same machine with which he later broke the track record. Graves, on an Indian, got off well to the good, with Balke, on a single Thor, second. The Indian held the lead for a mile and then relinquished it to Balke, who was pushing him hard. The second mile saw Balke lose his lead to Hoag, who held it to the end, finishing the five miles in 5.40. Balke was right upon Hoag's heels at the finish and got second place easily.

Blaylock got off badly in the seventh event, which was a five-mile race for multiple-cylinder machines, limited to 40 cubic inches displacement. He picked up quickly, however, and soon had all the riders behind him with the exception of Balke and Earhart, the latter on an Indian, the same one protested against in the fifth race. He caught up with Balke when passing the grand stand on the fourth mile and started after Earhart. The lead was too much to overcome, however, and Earhart passed the finishing tape first with Blaylock second and Balke third. Time, 5.13.

The eighth event, an Australian pursuit affair for ten miles for single cylinders, saw but four riders at the tape. McBride, riding an R-S., was sent away first, followed six seconds later by Ward on a Torpedo, Shafer on an R-S, and Rebout on a Brunnette. Ward caught McBride on the second lap and Rebout on the sixth lap. From then on to the finish the race lay between Shafer and Ward. Ward managed to keep out of Shafer's way and came across the tape first, but the time difference between the two was not sufficient to allow the Torpedo rider first place. Shafer was put in first, with Ward second, the winning machine having covered the ten miles in 12.24 4-5.

The ninth event was a similar contest, restricted to doubles. Here the Thor demonstrated its superiority again by coming in for first money in 11.56 flat. Seymour, mounted on an H. & H., came through for second place, several lengths behind Balke.

The tenth race, a ten-mile for stripped singles, went to Shafer, riding an R-S, defeating Ward on a Torpedo and several other machines. The race lay between Shafer and Ward, the former trailing in Ward's dust until nearing the finish. Then the plucky R-S rider let out his single and overtook Ward in easy fashion, winning with plenty to spare.

The Risden Challenge Cup Race was called off because of the fact that the present holder of the cup, Paul Derkum, had turned professional, and if any of the local boys started in a competition with him they would be put in a similar class. In place the entrants agreed upon a race of five miles for which no trophy would be awarded. Seymour, with an H. & H. double, made the best showing and finished several lengths ahead of Blaylock, his nearest competitor. Blaylock, with his Thor racer, came in second, and Balke, on a second Thor, finished third.

The race for boys was next, a five-mile affair, and brought out but three ambitious youngsters—Loge and Graves on Indians and Ward on a Torpedo. Ward held the lead off and on until Loge got his machine so that he could get some speed out of it, and then it resulted in a runaway match. Loge ran away from the others and finished the five miles in 7.11 2-5.

A successful attempt to lower his previous track record for five miles was next made by W. G. Hoag, on an H. & H. single. Five fast miles were reeled off, averaging about 1.05, the new single track time which he established being 5.24 4-5.

The last race of the day, barring an exhibition on the part of two motorcycle policemen, was a fifteen-mile affair for single-cylinder machines. Ward, on a Torpedo, again assumed the lead at the start and held it until nearing the finish, when "Pie Eater" Shafer overcame his lead and won. The time made by Shafer was rather fast considering the number of events in which he had contested during the afternoon, 19.03 flat. Ward, on a Torpedo, came in second, and A. J. Johnson, on an R-S, came in for third place.

The summaries:

First Race, Five Miles, Fully Equipped Stock Machines, Single Cylinder—M. J. Graves, Indian, first; C. Balke, Thor, second; Irwin Knappe, Indian, third. Time, 5.53 4-5.

Second Race, Five Miles, Fully Equipped Stock Machines, Multiple Cylinder—Balke, Thor, first; Fink, Peugeot, second; Risden, Indian, third. Time, 5.30.

Third Race, Three-Mile Pie Race; ride one mile, stop within twenty-five feet, eat one-half pie, start in next twenty-five feet; ride mile, stop in same distance, drink glass water, start in same distance, finish last mile—Knappe, Indian, first; Balke, Thor, second; Shafer, R-S, third. Time, 5.13 4-5.

Fourth Race, Club Challenge Cup, singles, club members only owning machines fifteen days before race—W. G. Hoag, H. & H., first; J. H. Shafer, R-S, second. Time, 5.50.

Fifth Race, five miles, Club Challenge Cup, multiple cylinders, for club members only owning their own machines fifteen days previous to races—E. E. Earhart, Indian, first; G. Blaylock, Thor, second; W. G. Hoag, H. & H., third. Time, 5.09.

Sixth Race, five miles, free for all, single cylinder—Hoag, H. & H., first; Balke, Thor, second; Hann, Merkel, third. Time, 5.40.

Seventh Race, five miles, multiple cylinder, limited to 40 cubic inches displacement—Earhart, Indian, first; Blaylock, Thor, second; Balke, Thor, third. Time, 5.13.

Eighth Race, Ten-mile limit, Australian pursuit, singles, private owners not connected with trade—Shafer, R-S, first; A. Ward, Torpedo, second. Time, 12.24 2-5.

Ninth Race—Ten-mile limit, Australian pursuit race for multiple cylinder machines—C. Balke, Thor, first; R. Seymore, H. & H., second. Time, 11.56.

Tenth Race, ten miles, stripped stock machines (singles), piston displacement, 19.30 cubic inches limit, private owners, not connected with trade—Shafer, R-S, first; Ward, Torpedo, second. Time, 12.25 2-5.

Eleventh Race, special five miles, four entries, no trophy, multiple cylinder machines—Seymore, H. & H., first; Blaylock, Thor, second. Time, 5.50.

Thirteenth Race, five miles, boys' race, single-cylinder machines not to exceed 19.30 cubic inches, for private owners, not connected with trade—Loge, Indian, first; Ward, Torpedo, second; Graves, Indian, third. Time, 7.11 3-5.

Fourteenth Event, exhibition by W. G. Hoag, five miles to break former track record of 5.30. Time by miles, 1.04 2-5, 1.04 1-5, 1.04 3-5, 1.05 3-5, 1.05 2-5. Total time, 5.24 4-5.

Fifteenth event, twenty-five miles, free-for-all, for Bueneman-Lipsey Challenge Cup. Graves, Indian single, first; Blake, Thor double, second; Seymour, H. &. H. double, third. Time, 26.38 3-5.

Sixteenth Race, fifteen miles, single-cylinder stock machines limited to 19.30 cubic inches, for owners not connected with the trade—Shafer, R-S, first; Ward, Torpedo, second; Johnson, R-S, third. Time, 19.03.

SOME MINOR MEETS

HILL climbing in Omaha, Neb., has become popular through the events conducted by the local club this spring. On July 4th races over the Dodge street hills, starting from Fiftieth street and going to the end of the macadam, brought out a big crowd of enthusiasts. The events were a ten-mile handicap, a twenty-mile open contest and a five-mile race for twin cylinder machines. The distance from the starting point to the end of the pavement is five miles.

A few minor accidents occurred, owing to the roughness of the roads. In the first race, C. D. Brown took a bad spill and received some slight injuries. In the twenty-mile race Archie Matson's idler broke, but he succeeded in running his machine on without it for fourth place. In that race Louis Fletcher's machine ran away with him into the river. He was not hurt, but rode another machine and finished fifth. The summaries:

Ten-Mile Handicap—P. Birchall, Thor, first; T. Tompkins, Thor, second; Mark Rogers, Excelsior, third. Best time, 15.04½ (by Rogers).

Twenty-Mile Open—Ralph Bates, Excelsior, first; Mark Rogers, Excelsior, second; Gus Baysdorfer, Merkel, third. Time, 30.41.

SAN FRANCISCO, July 4.—Quite an extended program of motorcycle events was decided here to-day at the San Francisco Motorcycle Club's meet, though the afternoon was somewhat spoiled by two accidents. While making one of the turns Victor Guigot skidded, fell and broke a leg, while E. Matthews ran into a buggy that was crossing the track at the time and was severely cut about the head. Summary: Five-Mile Challenge for the Goodrich Trophy—W. G. Collins. Three Miles, Boys Under Sixteen Years—W. S. Concton; time, 4.11½. Five-Mile Open—W. G. Collins; time, 5.28. Five-Mile for Singles—Fred Ernst; time, 5.47. Five-Mile for Singles—W. G. Collins; time, 6.00. Five Miles for Private Owners—J. Shirley; time, 6.32 4-5. Ten-Mile Pursuit—Won by A. F. Wilson; second, W. G. Collins; time, 12 09 1-5. Three-Mile Tandem—Won by Walter Dreyer and Leo Mitchell; time, 4.07 1-5.

MEMBERS of the Riverside Motorcycle Club held their race meet at Chemewa Park, Riverside, Cal., on July 4th. The big race of the day was a ten-mile relay between the Los Angeles and Riverside Clubs, the former club winning in 15.08 1-5. Summaries: Five-Mile Free-for-All—Blaylock; time, 6.05 2-5. Five-Mile for Singles—Won by Balke; time, 7.18 4-5. Three-Mile, Club Members Only—Won by Earle King, Riverside; time, 4.38. Three-Mile Challenge—Won by King; time, 4.15. Twenty-Five-Mile Open—Won by Blaylock; time, 34.29. Five-Mile Free-for-All—Won by Balke; time, 6.57 4-5.

BUFFALO, N. Y., July 5.—The cycle and motorcycle races postponed from July 4th were decided at Kenilworth Park this afternoon with the following result: Five Miles, Novice—Won by C. Lang; second, E. B. Germain; time, 6.47 4-5. Ten Miles, Open—Won by E. B. Germain; second, S. B. Pritchard; third, B. Scherer; time, 12.43 2-5. Fifteen Miles, Open—Won by E. B. Germain; second, Howard Ganson; third, S. B. Pritchard.

THREE motorcycle events will be decided at the Elkwood Park mile track at Long Branch, N. J., on Saturday, July 18th. The events include the ten-mile F. A. M. Eastern District Championship, a five-mile handicap and a three-mile open.

PRESIDENT OVINGTON AND HIS MESSAGE

THE new president of the F. A. M. has been known in motorcycling for some time past. When this paper was in the teething stage he largely dominated it, and it became known as "Ovington's Organ." He is a marvel at getting publicity; but this is largely due to the fact that he is thoroughly posted on motorcycling from every standpoint, and, in addition to this, he is a ready writer. Everybody who knows him knows about his phonograph, into which he talks eloquently by the hour, with the result that many hundreds of letters are sent broadcast over the country after each session with the phonograph.

Mr. Ovington is Chicago born and is twenty-eight years old. He is of splendid physique and has immeasurable vitality, which he expends lavishly on business and pleasure. For instance, he is one of the shining lights of the Night Owl's Club, a select group of motorcyclists who love the wee, sma' hours. His mentality is of the expanding sort; he never stops thinking, nor does he stop talking for a minute at a time; but from this you must not understand that Ovington is a mere babbler. Everything is to the point. He always knows what he is talking about. Beyond that, he is a man of distinguished personality; one might even say of peculiar personality. If you saw Ovington in a crowd you would immediately single him out as one out of the ordinary.

EARLE L. OVINGTON.

Mr. Ovington was educated in private schools until he was eighteen years old, when he entered the Edison Company's Duane street place as office boy to the president of the concern. His insatiable curiosity soon posted him on all that was worth knowing about the building, so that after a time he was selected to show visitors about the place. Later on he got into the experimental laboratory, and, finally, into the testing department, where he rapidly increased his knowledge of electrical science. At the same time he studied at Cooper Institute at night, after his working hours.

His subsequent experiences were a year with Thomas A. Edison, during which he became familiar with the subject of the X-rays, then comparatively new. This was followed by a year's experience with the Crocker-Wheeler Motor Company, where he was put in charge of their repair department.

A year after this he went to Boston to attend the Massachusetts Institute of Technology, one of the severest training schools in the country. Here he studied electrical engineering, after which he came back to New York, subsequently forming the Ovington Manufacturing Company, a company manufacturing electrical apparatus for physicians, etc. In the latter part of 1905, Mr. Ovington became interested in motorcycles. His first love was the F. N., and he became so enthusiastic about this machine that he became its American agent and organized a company to push it in this country. He has a large personal, as well as a large business following.

IN view of my recent election as President of the Federation of American Motorcyclists, and especially as I am connected with the trade, I wish to make a general statement with regard to my future policy before taking up the duties of my new office.

I am fully aware of the fact that on account of my trade connection I shall be open to much adverse criticism which I might otherwise escape, but I am prepared for this criticism, and it shall not prevent me from doing my duty as I see it. The very fact that I am in the trade will make me doubly careful to see that every move is beyond criticism.

Let me take this opportunity to ask why should not a trade member of the Federation hold office? The F. A. M. needs men who will work for its benefit and work hard. Is not a man connected with the trade in a better position to spare the necessary time to do justice to his office than one who is not so connected? Looked at from a strictly selfish standpoint the trade member feels that in devoting his time and attention to pushing forward the standard of the F. A. M. he is thereby aiding the motorcycle movement in America and indirectly helping himself. The very fact that the trade member is financially interested in the popularity of the motorcycle should make him all the more desirous of aiding the movement.

The Federation needs men who are intimately connected with the development of motorcycling in America. Is not the member in the trade more intimately in touch with this development than the member who simply rides as a pastime? Other things being equal, given two men, the one being interested financially in a given undertaking and the other interested in it only as a pastime, I am sure you will agree when I say the former will render the better service. Please understand that I am not depreciating the enthusiasm of the office holder not connected with the trade; but I do say that the trade member who holds office may have every bit as much enthusiasm as the non-trade member and, in addition, have an interest from a pecuniary point of view which will add strength to, rather than detract from, his exertions to benefit the cause.

I am fully prepared in my new office for a good deal of hard work and very little thanks. My predecessor has set a magnificent example as regards devotion to the development of motorcycling in America and I shall use all of my powers to carry on his good work to the satisfaction of all concerned. In my new office I shall shrink from nothing that I consider to be my duty, and in all of my actions I shall subjugate self interest and the interest of my business to the welfare of the Federation of American Motorcyclists. There is a wonderful future ahead of our F. A. M., and it shall be my duty and pleasure during the coming year to render all the aid which lies in my power to the upholding of its standard.

EARLE L. OVINGTON,
President Federation of American Motorcyclists.

The newly elected Vice-President of the Eastern District, E. L. Buffington, is a resident of Providence, R. I. He was born in that city, in 1875, and has always lived there. His recreation was bicycling until 1901, when he transferred his affections to the motorcycle, which he has been riding steadily ever since. For the last two years, in addition to the pleasure which he has derived, he has used his machine almost daily for business purposes, and it has saved him a great deal of time. Mr. Buffington has never been connected with the bicycle or motorcycle business. He has been riding an Indian since 1903, and still has his first one, though he only uses it now for local racing purposes. Three years ago Mr. Buffington was one of the prime movers in the formation of the Providence Motorcycle Club, of which he was elected chairman, and has been twice elected since. This club has grown rapidly, is progressive and up-to-date, and the credit for its development lies in a great measure with the new F. A. M. Vice-President.

John R. Ball, elected Vice-President of the Western District, is a resident of Milwaukee, and is connected with the Merkel Motor Company. He was born November 17th, 1878, at Galveston, Tex., and his connection with the trade dates from the time he became associated with J. F. Merkel in the latter part of 1904. He is a member of the Milwaukee Motorcycle Club, and has always been an active and enthusiastic member of the F. A. M. Aside from this, his business connection has identified him with many and various motorcycling clubs and organizations. Mr. Ball is a yachtsman, and for many years has been identified with the yachting organizations of the Great Lakes. At the present time he is an active member of the Milwaukee Yacht Club, the Milwaukee Athletic Club, and holds a non-resident membership in the Apoukeepsing Boat Club of Poughkeepsie, N. Y., where he was a resident for a number of years prior to his removal to Milwaukee.

In a statement to MOTORCYCLE ILLUSTRATED Mr. Ball said: "I did not personally solicit the vice-presidency of the Western District, fearing that I would not have the time nor the opportunity to give the organization the attention necessary to bring this district up to a standing equal to, if not stronger than, the other divisions. But inasmuch as the majority have apparently desired that I assume that position of honor and responsibility I purpose to have an administration which will be not only a credit to myself but to my associate members."

Treasurer G. B. Gibson of Westboro, Mass., reelected to serve another term in that responsible position, was born in Marlborough, Mass., January 6, 1872, and rode his first motorcycle in 1903. He had been a bicyclist for twenty years, riding one of the old high wheels for five years; then, when safeties came in, he changed to them. In 1903 he got together all motorcycle catalogues and picked the Indian as his. Every year since he has bought a new model, disposing of the old mount to some nearby convert. Until this year he has always ridden a single, but now his mount is one of the new twins. For three years he has owned an Indian tri-car, and his wife has accompanied him on many extensive tours and short jaunts. Almost every pleasant afternoon or evening they can be seen starting off over some of the good roads of which New England boasts.

Dr. Gibson is a member of the Commonwealth Motorcycle Club of Boston, and attended the 1903 F. A. M. organization in New York City, touring both ways on his machine. Every year since he has attended the annual meetings, usually riding. Dr. Gibson is a practising dentist, and the motorcycle first appealed to him as a means of recreation. His business being much of a mechanical nature he has not been troubled to any extent with the usual difficulties encountered; in fact, during the six years of his riding he has suffered very little from troubles of any kind.

DR. G. B. GIBSON.

HENRY J. WEHMAN.

E. L. BUFFINGTON.

Henry J. Wehman, five times elected Secretary, was born in Brooklyn, New York, in 1881. Early in the bicycling days he took up wheeling and joined the L. A. W., the Mutuals, Bushwick Wheelmen and other Long Island organizations. He took up motorcycling in 1901, and has been at it fast and furious ever since. His first mount was one of the early Orients, and he has owned nearly a dozen machines since. At present he is riding a Curtiss, in fact, two of them. He has a double which he uses with a tri-car when he carries Mrs. Wehman as passenger, and a single, which he uses when riding alone. Mr. Wehman is a member of the Brooklyn and New York Motorcycle Clubs. Away back in 1904, at Cambridge, Md., he was first elected secretary of the F. A. M. and each succeeding year has witnessed his reelection to that office. No more ardent worker for the interests of the F. A. M. could be secured anywhere; in fact, nearly half of Wehman's time is spent over his records. All his waking hours, outside of those required in his publishing business at 84 Nassau street, New York City, he spends awheel. His yearly mileage usually reaches the 5,000 mark.

F. A. M. BUSINESS SESSION

AT the sixth annual meeting of the Federation of American Motorcyclists, held in New York City, at Terrace Garden Assembly Hall, on the night of July 3, there were just 104 members present. The day had been stifling hot, and the coming of nightfall had not helped matters to any noticeable extent. The course of sprouts through which visiting members had been put during the week had tired many of them out, both bodily and mentally, and only those strong ones who had something to say or some point in question which they wanted to thresh out to a clear understanding turned up on scheduled time. It was a fact that those present did, all of them, have their own minds made up on what was what, and it was the determination to have a "say-so" on that subject that brought them there.

The big hall at Fifty-eighth street and Lexington avenue had been engaged long beforehand for the meeting, and the hundred men who assembled in it were only a drop-in-the-bucket toward its total capacity. It was small wonder, therefore, that with windows wide open, street noises drifting in and an orchestra playing downstairs, when the meeting was called to order not a word could be heard fifteen feet from the speaker's table. After a few ineffectual attempts on the part of some to speak loud enough to enable every one to hear, the whole assemblage moved up in a body, ranging their chairs in a semi-circle around the speaker. This remedied matters and the meeting was then carried on without further interruption. Instead of 7.30, though, it was nearly 9.30 before things were gotten to moving smoothly, and it was almost the hour of midnight when the motion to adjourn was made.

With President Betts in the chair the reading of the minutes of the last meeting, at Providence, R. I., on August 3, 1907, was heard and the reports of the different officers were read in order and approved on motions duly made and seconded. Mr. Betts recapitulated the work done during the past year by the organization in its several branches, and praised the officers for the lively interest they had displayed and the results they had accomplished.

Secretary Wehman's report showed a total of 1,457 names on the roll, 961 of which are in the Eastern District. These figures were taken up to June 10th. Canada is represented in this number, as are thirty-eight states and territories and the District of Columbia. In his annual report Treasurer Gibson announces receipts of $852.41 since the annual meeting in Providence last August. His disbursements were $596.82, and the balance in bank $1,301.19. Of this amount $710.33 stands to the credit of the national organization and $355.21 to the Eastern District.

Then the more important work of the evening was taken up. Chairman Betts, of the committee chosen to revise the constitution and by-laws, read his report and each article and section was adopted in order as far as that relative to allowing expelled members to rejoin the Federation. This matter was gone into very thoroughly. William Remppis, of Reading, Pa., apparently voiced the opinion of the majority of those present when he said, "No member should be, and I don't believe any one has been, expelled without good and sufficient cause and an opportunity for defending himself. But when he has done something to merit expulsion, then I believe we should not be over anxious to have him back again." After a prolonged open discussion by Messrs. Remppis, Betts, McGuyer, Swenson, Hart, Mann and Alofsin, article 3, section 4, covering this point was made to read as follows:

"Any member who may have been expelled may be re-elected to membership by a two-thirds vote of the members present at a regular meeting, but no such application shall be considered within two years of the date of his expulsion, and until it shall have been recommended by a vote of members present at a regular meeting of the district in which his offense was committed."

Copies of the new constitution and by-laws will be printed at an early date and mailed by the secretary to all members in good standing.

Probably the most important action taken was an appointment of a committee of fifteen to be selected from the various trade interests representing the motorcycle industry, to revise the competition and racing rules. This matter was brought up by William Remppis and occasioned considerable discussion before the details were worked out. Mr. Remppis was appointed chairman of the committee.

Aside from the discussion over the reinstatement of members, the other constitutional amendments of importance included the insertion of the word white in Section 1 of Article 3, making it read as follows: "Any white person of good standing, and owning a motorcycle, shall be eligible to membership." Section 3 of this same article, regarding affiliated club membership, reads as follows: Any regularly organized motorcycle club having an active membership of not less than fifteen members may become known as an affiliated club of the F. A. M. by enrolling and keeping enrolled in the national organization at least 75 per cent. of its membership, a certified copy of such affiliated club's membership roll to be forwarded, after its annual meeting each year, to the National Secretary of the F. A. M. in order that such affiliation may be maintained. In consideration thereof the F. A. M. initiation fee for each individual member of such club shall be waived, provided that such individual applications for membership shall be certified by the Secretary of the club of which the applicant is a member.

A new committee was created on highway improvement. This committee shall use its best endeavors to promote the improvement of public highways as far as is practical and will join all movements toward that end.

The election of officers proceeded very rapidly, and after President Betts called for nominations for that office not fifteen minutes was required to select the full complement. Many reelections were made. After a ballot vote for president, R. G. Betts positively declining a renomination, Earle L. Ovington, of New York City, was elected by a vote of 57. F. P. Prial, of New York City, received 22 votes. Roland Douglas, of New York City, had also been proposed, but had declined the nomination. For vice-president of the Eastern District, E. L. Buffington was nominated, and the secretary was instructed to cast one ballot, electing him. For the Southern District, E. Y. White, of San Antonio, Tex., was re-elected vice-president, as was R. K. Holmes, of Los Angeles, for the Pacific District. John R. Ball, of Milwaukee, was nominated and elected vice-president of the Western District. For treasurer Dr. G. B. Gibson, of Westboro, Mass., was re-elected, as was Henry J. Wehman, of New York City, to the office of secretary.

A motion was made by Roland Douglas that a committee be appointed to purchase and present a loving cup to Mr. Betts, as a mark of appreciation of the members for the faithful services he has rendered the F. A. M. since its organization. This was seconded by H. J. Wehman, and carried unanimously, with a large U. It was also moved that the secretary be given $200 for his services, rendered during the past year, and that a committee be appointed to present Chairman Douglas of the Competition Committee with a memento as an appreciation of the work he had performed and the results he had accomplished.

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Advertising
L. H. CORNISH WILLIAM R. SHANNON

F. A. M.'s New President

AT the business meeting of the F. A. M. Earle L. Ovington was elected president for the ensuing year, R. G. Betts giving place to him. Mr. Betts could have been elected had he so desired. He has been president of the organization from the start, as far back as 1902, but the calls of business and a broad idea that the services of a new man might be useful to the organization, led him to decline renomination. At the meeting in question there was some presidential material, but not much. Those men who were equipped by nature, education and experience to occupy the presidential chair were, for various reasons, compelled to decline the honor; so that, finally, the high place was offered to Earle L. Ovington.

The election of Mr. Ovington caused a wave of disgruntlement in the trade section. Many members of the trade have financially and personally supported the F. A. M., day in and day out, and they did not wish to see a trade man at the head of the organization, for the reason that they felt it would necessarily become an annex to his business. Especially did they not wish to have Ovington at the head of it, for the simple reason that, in their opinion, he has already had sufficient publicity in the motorcycle field. The other side of the question is presented by Ovington himself in a very clear, simple, brief and admirable statement, which is published elsewhere in this paper, and which he has sent broadcast.

In this he points out that he will absolutely divorce his trade life from his official station. Of course, this is impossible from the very nature of things. We are certain, however, that Mr. Ovington will make an effort to live up to the creed which he announces. Should he fail to do so, it will materially injure and may even disrupt the F. A. M. We again say that it was highly unfortunate that no man should have come forward with the promise of worthily filling the presidential chair. In any event, Ovington has marvellous energy, is highly intelligent, and he will be jealously watched by his fellow members, who will not fail to take suitable action should the F. N. interests be ever so slightly injected into America's chief motorcycle body.

The Clifton Saucer

THE Clifton Saucer was thrown open for motorcycle racing on July 5th. The races are fully described elsewhere in this issue. It is a six-lap track of wood, high banked. On this path de Rosier cut the flying start mile record from 56 2-5 to 56. In doing this he rode about one hundred feet over the mile. If he practised on this track for some time he could undoubtedly come near 52, thus proving that the Clifton Saucer is decidedly fast. But the Clifton Saucer is also decidedly dangerous. In riding on this track it is a matter of life and death, and the men who flew round it on Sunday, July 5th, took grave risks. When de Rosier was making his mile trial he almost elbowed the outside guard rail, where the bleachers are. For a second the crowd were open mouthed; but de Rosier recovered and nothing happened. Throughout the entire afternoon only two men were permitted on this path. Now, it is obvious that two men do not make a race; it takes three, and four are still better; but on the Clifton Saucer this is impossible. You can imagine what it is when a man flies round a steep-banked, six-lap track at the rate of nine seconds for each round.

Another important point is this: Throughout the afternoon of the races in question, the overflow audience, amounting to several hundred, were inside the track, with no bank or rail between them and the track. If any competitor had gotten into difficulties he would, as a matter of instinct, rush for safety into this common center. For instance, if de Rosier, going at sixty-mile-an-hour speed, had met with an accident, he would have veered off the track into this inner field. And just fancy what would have happened if de Rosier *had* rushed into the crowd at that speed, or at near that speed. In brief, the Clifton Saucer is a wonderful proposition. It is fascinating. It started off very successfully, and it will do a great deal for motorcycling in its neighborhood. But it is a death trap, pure and simple. We do not want any more Clifton Saucers. The ideal track should be at least three laps to the mile, and if any more saucers are built, as there are bound to be, we trust that the one-third-mile circuit will be the absolute minimum.

Best Kind of Stimulus

WE have before us on the editorial desk a huge pile of newspaper clippings, extending from July 7 to July 12. They mark the beginning of the New York to Chicago run at New York and carry it up to the Cleveland stage. The passage of these twenty hardy riders through five states has caused intense interest. Through the efforts of Manager I. F. Alofsin, who is a trained newspaper man, the press of the entire country had been fully informed beforehand as to the plans and route of the party. Matter of this sort is always considered very live stuff, and the townspeople all along the route were kept on the qui vive. The result was a right royal welcome in the string of towns along the entire stretch.

At each point there were huge crowds to welcome the riders, and motorcyclists at the stop-over points took them in and gave them the best that was going. This is all very fine; but beyond that is the effect of the newspaper stories, which are read by thousands of people who could not personally see the riders go by. This is the best sort of publicity. It carries the story of strenuous and successful motorcycling into every home in the land. The idea of riding on one of the "little fellows" from New York to Chicago is a feat that appeals to the popular imagination. The remarkable ride of Swenson from New York to the Windy City is a thing to conjure with. It is worth a scare head in any newspaper, and it got the BIG TYPE in scores of them. The Chicago and New York run and the Swenson feat are worth hundreds of thousands of dollars to the trade. And while some may look askant at

deeds of this sort, it is necessary at this stage of motorcycling to promote them and give them the most cordial support. Though motorcycling cannot go back, it might halt, unless those interested in its development wisely stimulate it from time to time.

Get Together

THE F. A. M. have just held their annual meet at New York. The N. A. M. will hold their grand annual at Boston, on Labor Day. We have seen the F. A. M. people *en group*. They are nice people; quiet, jolly, not bumptious, with none of the odor of super-sanctity. We have not seen a single F. A. M.-er who palpably bore the label: Motorcycle Celebrity.

We have not seen the N. A. M.-ers in bulk. We are told, and we quite believe it, that they are "nobby boys." We know a few of them and they are all right. All this being true, why not *get together?* It is intimated to us that the N. A. M. men would combine, join, come in. On the other hand, we know positively that the F. A. M. people—the leading, guiding spirits in the F. A. M.—we know that they stand ready with open arms.

There is no need for *two* motorcycle organizations in *this country.* What is needed is one strong organization. A little courage, a little delicacy, a little courtesy and a give-and-take policy will ensure amalgamation. The F. A. M. Executive should say to the N. A. M. Executive: "If we attend your Labor Day meet, *with full power to act,* will you meet us half way?" We feel sure that the N. A. M. men would say: "Yes, we will." The rest should be easy. Unless we are greatly mistaken the two organizations should be one when the sun sets on Labor Day.

Not The Only One

IN the June issue of MOTORCYCLE ILLUSTRATED a paragraph was printed referring to Mrs. H. G. Smith, wife of the President of the Detroit Motorcycle Club as being an enthusiastic motorcyclist for some time, and stating that she was probably the only woman motorcyclist, or—let us coin the word at once—*motorcycliste,* between New York and San Francisco. Through the kindness of F. H. Williams, a prominent citizen of Minneapolis, we learn that this statement is not correct, for Mr. Williams writes us that Mrs. Williams has been an enthusiastic motorcycliste for more than a year now.

This lady learned to ride the old high bicycle when fifteen years old, and on her 48-inch Champion she made a century in ten hours over Colorado roads, which was a splendid record for those days, or for any day. Afterwards, as bicycles were improved, Mrs. Williams used a safety bicycle, and in 1907, in order to be up with the times, she bought a Wagner motorcycle, which she still uses. She is thoroughly posted on the machine, for many a morning, in the wee sma' hours, while Minneapolis dames were yet abed, Mrs. Williams was wrestling with the mysteries of her Wagner. Mr. Williams himself has been a motorcyclist for four years. He also uses a Wagner and he says: "I would not go back to pedalling if I were paid a fixed sum for each mile I covered.

"R. G." Retires

JUST a sprig of laurel for the retiring president of the F. A. M.—Ritchie Gregory Betts, known to the inner circle as "R. G." He refused re-election. He has been president of the F. A. M. since the very start, that is, over five years ago. He believed that new blood was the proper programme. He believed that he filled the office of president well, but he also entertained the broad idea that a new man does new things, and for that reason he declined to have his name put in nomination. The F. A. M. will grow, will expand and become a powerful organization. Its yearly meetings will come to be immensely important functions and strong men will be developed in various parts of the country. Orators will arise and will strut their brief hour; so will politicians, and there will be clamor for paid officials. Yet in those powerful days in the future, folks in the know, those who founded the F. A. M., will look back to the pioneer, primitive days when "R. G." was IT. For he ruled justly, according to his lights. In all his official acts he was uninfluenced, even though his decisions affected personal friends and hurt his business interests. His personal check book also was always at the service of the organization. He served without pay and almost without praise. Some showy, brilliant men may succeed him as president, but no one will ever surpass him in disinterested devotion.

The F. A. M. Meet

THE F. A. M. meet was a success and a failure. It was success in the sense that those who attended it had a good time. It was a success, too, in the sense that the F. A. M. Meet Club did all they said they would do. The stranger within the gates was welcomed with open arms and was taken about without cost. A delectable programme was arranged for him, and nothing was left undone to make his visit pleasant. The trouble was that there were not enough strangers to make New York sit up and take notice. Numbers cannot be given, but the attendance of out-of-town men was exceedingly small. The men who loitered about the headquarters at the Empire, who attended the smoker, the business meeting, the Paterson races and so on, were much the same group of motorcyclists who have been in the game since the start, plus a number of trade men who came to look on and get acquainted. Added to these was a sprinkling of out-of-town individuals and high privates. Of course, this was not the fault of the F. A. M. Meet Club. It simply means that motorcycling is as yet in the infant stage and too much cannot be expected of it. Year after year these annual meets will grow in importance and in attendance, and in time will rival those one-time classic functions, the L. A. W. annual meets.

The Open Muffler Nuisance

AT their regular club meeting, held June 26th, the Harlem Motorcycle Club passed a resolution denouncing the open muffler. They resolved that, when motorcycles are driven through the streets of towns, cities and other residential districts the exhaust should be properly muffled, because, when this is not done, it results in unnecessary noise and the motorcyclist becomes nothing more nor less than a nuisance. The Harlem club points out that, in time, the legislatures of New York and other states will take action in this matter which will seriously hamper motorcycling, because, in passing legislation to take care of the open muffler nuisance, they will probably blunder and pile on the agony. To show its sincerity, and to further emphasize its position on the open muffler nuisance, the club also resolved that, on all their club runs in future, no man will be allowed to ride with an open muffler. The action taken by this first class club should be followed by every other organization in the country.

School For Novices

THE motorcycle is a marvelous bit of mechanism, still in the period of evolution, and that necessarily means trouble. Oftentimes what seems a most unsolvable problem is an A-B-C proposition to half the boys hanging around the motorcycle agencies of the country. Now, what MOTORCYCLE ILLUSTRATED wants, needs, must have and means to get, is a man, a doctor of motorcycles, a man who can be of real service to the novice. The

qualifications are absolute knowledge of the subject—not the lore of colleges, but practical acquaintance with those facts which are at the fingers' end of any skilled motorcycle mechanic, be he builder or repairer. Of course, in addition to that our doctor must have the faculty of stating the same in clear and simple language, so that the reader will not be done to the death with technicalities. That's the sort of man MOTORCYCLE ILLUSTRATED wants. Do any of you know him?

A Wise Decision

REFEREE DOUGLAS has arrived at a wise and just decision in reference to the protests made at the conclusion of the second day's run in the F. A. M. Endurance Contest. These protests alleged an excess of ten miles in the course over the official mileage given, and investigation has borne out the allegations as a whole. The distance covered was actually eight miles too long. Therefore the protests were allowed and perfect scores credited three riders who had followed a regularly laid out time schedule. Of course, the extra mileage threw them out, and it was due them some reparation should be made. At the same time, as the title to the diamond medal was not clean cut and decisive, it has been decided not to award it in the private owners' class, which puts all competitors who made perfect scores on an even footing, and all will receive gold honor medals. In Class B, the trade amateur class, there was no protest and the award of the diamond medal to Walter Davidson was not disturbed. Aside from that, his record was so far ahead of all others in his class that the error in the course did not affect his title.

Making History

MOTORCYCLE history is being made rapidly in these dog days. The F. A. M. meet occupied a week. There was a remarkable endurance run extending over two days, in which motorcycles made a new record for reliability. In the Economy Contest a machine was sent over a fifty-mile course on a quart and an ounce of gasolene. At the Bing Bang Fest there were high old times, and the death rate was terrific. At Paterson, on July 5, a new track was opened and some new world's records were made. On the Monday following a score of men left for a run to Chicago. On Monday, too, Swenson, The Terrible, started from New York and reached Chicago in a shade over two days, leaving a blaze of press notices in his wake. Altogether there have been great goings on, and the pages of MOTORCYCLE ILLUSTRATED cannot contain half the facts and fancies relating to it all.

Roland Douglas

AT the F. A. M. meet no heavier burden of work was imposed on any individual than fell to the lot of Roland Douglas, chairman of the Competitions Committee. He it was who had charge of the Endurance Run, the Economy Contest and the races at Paterson. He refereed the Endurance Run, he managed the Economy Contest and refereed the Paterson Races. This was indeed going some. Throughout these strenuous days, extending from the Monday until the following Sunday, Mr. Douglas was always on the spot. He worked day and night and slept but little, and yet through it all he remained courteous to all who found it necessary to approach him. Too much praise cannot be given him for his unfailing intelligence, energy and courtesy.

Dead to the World

A NUMBER of prominent motorcyclists were "missing" July 3rd, 4th, 5th, 6th and so on. Eventually they turned up with pale and virtuous faces. They had been to the Bing-Bang-Fest. 'Twas a merry party and the mortality ran high. Reminds one of that jag-fest held each year on Huckleberry Island, on the Sound, by a number of dyed-in-the-wool yachtsmen. At this annual celebration the stars look down upon some strange rites. It is considered an honor to be carried away dead. To reach Nirvana via the Huckleberry Island route is the daily prayer of the old and seasoned yachting man.

It Hit the Mark

THE July 1st issue did not fail to hit the mark. A firm worth several millions wrote: "Fine. You are bound to make a remarkable success." Several firms, *not* worth several millions, wrote in kindred strain. Readers from here, there and yonder said: "Fine, nothing better." A clever journalist wrote: "Its easy, intimate, friendly style is a wonder." All of which is sweet as dew in the morning and blessed manna to the men who did the thing. And now for the steady grind!

TRADE MEN WILL GATHER AT ATLANTIC CITY

THIS year Atlantic City will be the Mecca for many cycle trade men. On August 5th, 6th and 7th the manufacturers of bicycles, bicycle accessories and the jobbers will assemble at the pleasant Jersey resort for their annual conventions. Besides the business part a leisurely program of entertainment has been arranged. The associations which will hold their conventions are The Cycle Manufacturers' Association, The Cycle Parts and Accessories Association and The National Association of Bicycle Jobbers. The headquarters of all three associations will be at the Shelburne Hotel, though many will put up at the Dennis and the Penhurst. All the business meetings will be held at the Dennis. The Cycle Parts and Accessories Association committee consists of W. J. Surre, of the Corbin Screw Corporation; D. Troxel, Troxel Manufacturing Company, and Ralph D. Webster, of the Eclipse Machine Company. The Cycle Manufacturers' Association committee is composed of Harry Walburg, Reading-Standard Company, and J. F. Cox, the Pope Manufacturing Company. As many of the members of these associations are directly interested in the motorcycle trade it will, in part, be a motorcycle gathering.

BALTIMORE, Md., July 4.—Two motorcycle events were decided on the Pimlico track to-day. One was a mile match race between M. E. Mangold and Chic Thomas. Mangold won in 1.20, while Thomas ran into a fence and did not finish. The other event was a five-mile handicap which resulted as follows: M. E. Mangold (20 seconds); second, Chic Thomas (20 seconds); third, W. S. Fisher (30 seconds). Time, 5.49. All the men rode 3½-h. Indians.

BLANKS are out announcing the First Annual Western Division Meet of the Federation of American Motorcyclists. It has been arranged in time to celebrate the arrival of the men who rode from New York to Chicago. The meet will be held at Crown Point, Ind., this Saturday, July 18th. Six events have been listed, of which four are championships. The Crown Point track is located on the Lake County Fair Grounds, about forty miles from Chicago.

TWICE A VICTOR

Walter Davidson, Who Won the Endurance Run Diamond Medal and Who Beat All Classes in the Economy Contest

ONE of the happiest men at the F. A. M. Meet was Walter Davidson, President of the Harley-Davidson Motor Company. He came all the way from Milwaukee to meet the boys, and, incidentally, to take part in the Endurance Run and in the Economy Contest. He was remarkably successful in both events. In the Endurance Run he made a perfect score and won the diamond medal in the trade riders' class. This medal is awarded for a perfect score, 1,000 points, plus five additional points for the most consistent riding. In the private owners' class, owing to the fact that the course was eight miles too long, no diamond medal was awarded, for the scores of several men approximated each other. But in the trade riders' class, Mr. Davidson was so far ahead of all others that no one could dispute his title to the highest award.

WALTER DAVIDSON.

In the Economy Contest, Mr. Davidson also scored. On a stock Harley-Davidson, taken from the New York agency, he rode over the fifty-mile course on a quart and one ounce of gasoline. Not only did Mr. Davidson win in his own class, but he had a better consumption record than even the smallest classes entered. He rightly regards his victory in the Economy Contest as equal in importance to the diamond medal award in the Endurance Run, for, after all, economy in operation is a factor that most motorcyclists can't afford to overlook.

In a chat with MOTORCYCLE ILLUSTRATED, Mr. Davidson stated that he had taken part in three endurance runs—one in 1906, in which he got his first experience and very little glory; another in 1907, and, of course, he took part in the 1908 run. The 1907 run was held September 14-15, from Chicago to Kokomo, Ind., and return, 414 miles. In this run twenty-seven men started and but three made perfect scores, and among them was Mr. Davidson. The average man thinks that an endurance run is mere play. He figures out that if a motorcycle can go from thirty to forty miles an hour, it is certainly not asking too much of it to cover fifteen miles an hour, hour after hour, for one or two days. But in this he is totally mistaken. The recent endurance run covered 354½ miles, or thereabouts, and if the man who thinks it was easy could see the riders at the finish of the first and second days he would change his mind. Barring a few of the younger, sturdier men, the contestants plainly showed the strain, except the few who, like Mr. Davidson, *took it easy*. For, be it noted, first, last and all the time, that the secret of these runs is to nail that good, old German motto on your handlebar and "make haste slowly."

The principal thing in an endurance run, according to Mr. Davidson, is to have your machine mechanically perfect, to give it a thorough tryout before the run, and to be absolutely sure of it, except, of course, as regards tire troubles, which can never be guarded against. This accomplished, the rider is perfectly free to devote himself to the race itself. Knowing that his machine will stand up under him, all he has to do is to look out for the various signs, signals and directions, and to watch the clock which he has attached to his handlebar. The great mistake that most riders make is to rush wildly from control to control, at a terrific pace, the object being to gain time for repairs, in case *something* should happen. It is this nervous fear which drains many riders of their vitality, so that toward

the end of each day's run they are weakened physically and more or less disturbed mentally. A test in this condition they are liable to meet with any old accident and if they do fall into a ditch they are in very poor shape to get going again.

On the 1908 run, the Harley-Davidson machine ridden by Mr. Davidson was the luckiest of all, starting to finish, except that one puncture took three minutes to repair.

The Economy Contest was run over a fifty-mile course on Long Island, the riders having six laps to cover it, and, incidentally, climbing a certain hill a number of times. That made it a hard contest. Of course as most readers of MOTORCYCLE ILLUSTRATED know the purpose of an economy contest is to ascertain how far gas will make a machine run, and for a given distance. The recent economy contest also may be regarded as a test of what is a new proposition in economy contests in this part of the country. In this event the Harley-Davidson won with a record of fifty miles on one quart and one pint of gasoline. Among others who were in the same class in the run, the record of the Harley-Davidson was not only the best of its own class but the lowest of any class which makes the performance the more noteworthy. A record of this sort is only possible with a motor that is perfectly O. K.; which the carburetor is perfectly adjusted to its purpose, and when the power is transmitted and converted into use with the least possible waste.

The Harley-Davidson people have been in business for four years and have made many and considerable [illegible] each year they have made improvements, but they have never changed the size of their motor. When they first put their machine on the market most other manufacturers were using very small motors and the Harley-Davidson engine was regarded as huge and unwieldy, but year after year the trend has been in favor of larger motors, and to-day most of the manufacturers are using motors the same size as nearly as the Harley-Davidson started with and which they have continued to use up to date. The Harley-Davidson is built especially for all-round everyday use. It is equipped with 2½-inch tires—a little larger than the usual size—has a spring fork and many other features which have made it very popular with motorcyclists. In addition to sound construction and good business methods, the machine has been on view at the various meets, and no little of its reputation is due to the manner in which the president of the concern has exploited it, and that manner is the quiet, effective manner—not the other kind. The company have recently appointed as their New York and New Jersey agents the Thomas-Roberts Motor Company, who have opened a fine store at 2230 Broadway.

A 1st MBH of New York roots gave a rousing farewell to J. B. Hastings, the Brooklyn rider, who sailed for England on the 4th inst. to partake in the "Land to End," or, officially, the "Six Days' Reliability Trials of the Motorcycle Union of England, of which he is a member.

This is the classic event in British motorcycling. It starts from the lowermost point of England and ends at the most northerly point of Scotland. The distance is 886 miles. The following cables have been received from Mr. Hastings:

Liverpool, July 13—Arrived in good season; pleasant voyage; best of health. Everything in order and ready to start. Received most cordial reception by English motorcyclists. Weather fine; roads excellent.

Carlisle, July 14—Qualified first day; weather rainy; roads very bad, going greasy. Bailey treads hold; everything running fine.

Workington, July 14—Qualified second day; weather rainy, going bad; roads greasy. Bailey treads hold; everything running fine.

Morpeth, July 15—Qualified third day; weather fine, roads bad. Everything running fine.

MONDAY night, July 6th, the 1908 model, 6 h.p. twin-cylinder racing type N. S. U., belonging to Roland Douglas, chairman of the Competition Committee of the A. M., was removed from McLaughlin's storage depot on West Seventy-sixth street, New York City. The machine can be easily identified, as it is one of only a few of this particular model in the United States. The motor number is 11,438, and the magneto is forward of the engine. The frame and tank are black, and the machine is fitted with a two speed gear. Insurance was carried, and the company has put the matter into the hands of the police. Any information should be telegraphed to Roland Douglas, 317 West street, New York City.

TUXEDO PARK, N. Y.—At the outdoor sports held at this fashionable colony on July 4th, the motorcycle event was won by John Ludley, with J. Jones second.

AN out-of-the-ordinary motorcycle tour, or rather journey, in which the object to be attained is also somewhat different from the usual, has just been begun by J. Stout, a St. Paul newspaper man. Mr. Stout is better known by the name of "Jack Knife." He has planned a tour of thousands of miles that will begin in England and have its eastern end in some point in Asia that has not yet been decided upon.

The long ride will be made with a view to finding new models of toys for little folks. He will send back specimens of the toys that he thinks have never been seen on this side of the Atlantic, and which can be adapted for use by American children, together with descriptive notes telling of the manner in which they are manufactured abroad.

ST. LOUIS, MO.—At the annual hill climb of the Southwestern Motorcycle Association held on the afternoon of June 28, at Kimmswick, both the single and double-cylinder events were captured by Tim Bahnsen on Indians. Summaries:

Double-Cylinder Class—Tim Bahnsen, Indian, first; John Hurck, Indian, second; Ralph Wilson, Indian, third. Time, 1.06.

Single-Cylinder Class—Bahnsen, first; Everett Klein, Armac, second. Time, 1.26.

PRELIMINARY announcement has been made that the National Association of Motorcyclists, briefly known as the N. A. M., will hold their annual meet at Boston on September 1st, Labor Day. Particulars of this meet will be published in future issues of MOTORCYCLE ILLUSTRATED.

THE one great annual feature in British motorcycling is the trip of the Motorcycle Club of England from London to Edinburgh. This year's trip was the sixth offence. One hundred and thirty-six riders took part, among them one lady, Miss Hind of Coventry.

LOS ANGELES COUNTY, Cal., is about to expend some $3,000,000 in boulevards, and this, together with the fine all-the-year-round climate, will make this section one of the finest motorcycling centers in the country.

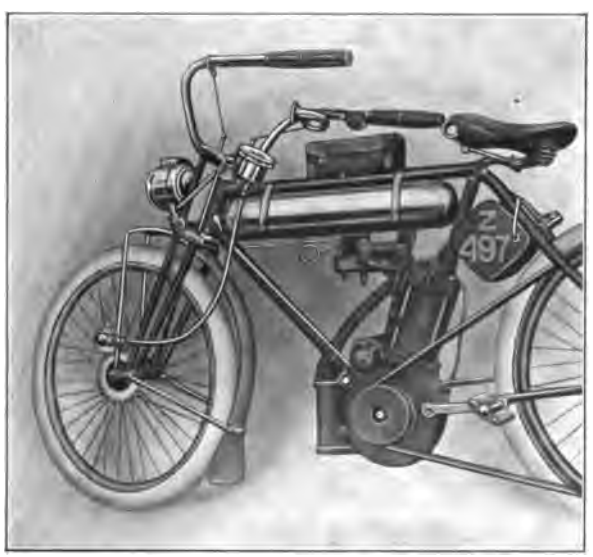
TRADE

The Standard Speedometer

ATTENTION of the trade is called by the Parker Manufacturing Co., Clifton and Shirley streets, Boston, Mass., to their new standard Speedometers for motorcycle use, illustrated herewith. This instrument is made on exactly the same principle as the standard Speedometer for automobiles and the mechanism is such that it is impossible for it to become inaccurate through continued use and the

severe vibration that it is subject to on motorcycles. The method of attaching it to the front wheel does not interfere in the least with the action of any spring fork, and by the use of the fibre driving pinion it is absolutely noiseless at all speeds.

It was used on several machines in the late endurance run through the Catskills, which was a very severe test, and in all cases it gave perfect satisfaction. The instrument can be attached to either the top tube of the frame or on the handlebars, and it can be adjusted to any convenient angle so that it may be clearly read. A rider can feel perfectly safe in riding through a town where the speed laws are strictly enforced, as he can tell at all times at a glance whether or not he is riding within the limit. Dealers, jobbers and supply houses are asked to communicate with the manufacturers for prices, terms, etc.



New Whitney Chain

A NEW chain belt has been gotten out by the Whitney Mfg. Co., of Hartford, Conn., which is especially adaptable for motorcycle use. It is composed of center blocks, rivets, special side links, leather covers having special form and a screw connecting link with a reliable spring locking device.

The leather covers are wrapped closely around each pair of side links and are held firmly in place by means of the steel plates having projections or teeth on the sides, which are imbedded into the leather, thereby holding the ends securely together. Projecting points on the side links are passed through the locking plates and riveted firmly against the same.

Only the leather covers come in contact with the grooved pulleys and the drive is therefore noiseless. On account of the chain construction the belt is absolutely flexible, even when running over a pulley of small diameter, and the chain center eliminates elongation due to stretch, which has been experienced with other types of belt drive.

By means of a special adjustable pulley the chain belt may be given the exact tension required without the means of an idler pulley and without any provision for an adjustment between the centers of the pulleys. As shown by the cut, the flanges of the adjustable pulley may be brought together to tighten the chain belt or they may be separated to loosen same and the adjustable flange on the pulley may be locked in position by the binding screw shown in the cut.

Before turning or removing the screw from the connecting link, the locking plate on the opposite side from the screw head should be lifted slightly to disengage the milled end of the screw from the oblong slot in the locking plate. In putting the chain together when the ends of the chain are detached, it is not necessary to lift the locking spring, as the screw will automatically find its position in the oblong slot after the milled end passes through the side plate.

Sales Possibilities

THE Board of Police Commissioners, St. Louis, Mo., have been authorized to purchase two motorcycles for police use.

DIANA, New Mexico, Miller Bros., agents. Send all catalogues.

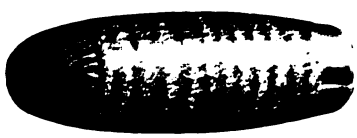
MOTORCYCLE

WORDS fail to describe the thorough satisfaction a good spring fork affords, and for those whose machines are not so equipped the Sager Cushion Fork, made by J. Harry Sager, Rochester, N. Y., was put on the market. This fork is an ideal cushion for the front of motorcycles, absorbing all vibration, adds three inches to wheel base. It can be attached or detached in a few minutes, the only tools necessary being a monkey wrench.

It is the standard in motorcycle forks used as a regular equipment on the following machines: Harley-Davidson, Yale-California, Fowler-Manson, Thiem, and is also applicable to the Indian, Reading-Standard, Armac, Merkle, Light, Wagner and others.

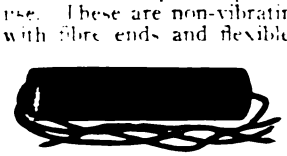
The price of a fully nickeled fork is $15.00, returnable after thirty days if it is found not satisfactory.

THE grip shown here, manufactured by the O. T. Peckham Company, 89 Sixth street, Grand Rapids, Mich., has proven one of the most popular with motorcycle riders this spring. This company make all styles of wood, leather and corkene grips, but the orders for the one shown, their No. 75, are more than double that of last year. This is a wood tipped leather grip, made up of a solid hard maple core, wrapped with leather thongs, the ferrule end being fitted with a brass nickel plated ferrule and the cap end is stained an imitation of leather and highly polished. The cap is a part of the solid core, making a grip that is practically indestructible. During the coming fall this company will place on the market something entirely new in every respect, a grip that will do away with the vibration of the bars completely.



BULLARD speedometers have met with an instantaneous appreciation among riders this season. The new model weighs only ten ounces, yet the dial is two and one-quarter inches across its face. The instrument is attached to the handle-bar, directly before the rider's eyes, and is operated from the front wheel by a flexible shaft and gear. It is very compact, neat in appearance, and, above all, absolutely reliable at all speeds. For one of their new catalogues, write Bullard Specialty Co., 125 Hawley Street, Springfield, Mass.

E. O. WILLIAMS, of Syracuse, N. Y., manufactures a line of ignition apparatus, including coils, plugs, switches, etc., and has developed a specially constructed coil for motorcycle use. These are non-vibrating coils, put up in hard fibre cases with fibre ends and flexible rubber covered leads. They are carefully made and the case is completely filled with special insulating compound, rendering them waterproof and practically indestructible. They are made with four leads for the reason that a four lead coil will give nearly double the spark that a three-lead coil will with the same battery.



Breaking into Los Angeles

AS is well known, Los Angeles is one of the most active motorcycling towns in the country, considering its size. There is a splendid club there, and they own a fine club-house. To the race meet held June 27 the Los Angeles papers devoted full pages. This proves that the city is alive to motorcycling. As many manufacturers may want representation in Los Angeles, the names of the agents there are printed. In this connection it should be noted that many of them are not only city agents, but also handle large California territory.

C. L. Smith, 504 West 7th street. N. S. U. Thiem, Torpedo. F. M. Jones, 639 S. Spring street; Armac. Frink & Bryant 625 South Spring street; California agents for Wagner. Burwood & Ziegler, 923 South Main street; repairs and buyers and sellers of motorcycles. Oliver & Worthington, 1030 South Main street; Merkel. Plaza Machine Works, 521 North Main street; motorcycle repairers. John T. Bill Co., 10th and Main streets; Reading-Standard. W. H. Whitsell & Co., 628 South Spring street; Excelsior. R. K. Holmes, 116 East 7th street; Reading-Standard and Armac. W. T. Carter, 3662 South Main street; Southern California agent for Minneapolis. R. Seibert, 137 East 7th street; Merkel and general repair shop. Appeal Manufacturing & Jobbing Co., 633 South Los Angeles street; carry a full line of motorcycle tires, saddles and other equipment. Joe Singer, 2218 South Main street; general motorcycle construction and repairs. Daniel & Banks, 3311 South Main street; supplies, repairing, etc. Frederick Boneman Co., Spring at 7th street; Minerva. E. L. Parmalee 923 South Main street; Harley-Davidson. Hercules Auto Specialty Mfg. Co., 1028 Main street; Thor.

In addition to these, all the tire manufacturers are represented by branch houses or through local rubber companies.

New Motorcycle Maker

FROM Moorestown, N. J., comes word of a new concern which has entered the motorcycle manufacturing field with both single and twin cylinder models, which will soon be put on the market in quantities. The Hilaman motorcycle is the product of the A. L. Hilaman Company, of which A. L. Hilaman is the general manager. Mr. Hilaman has had many years' experience in both bicycle and motorcycle business to back him, together with a substantial company and capital to further the project.

Specifications for both models are practically the same; the single is rated at 3½ h.p., 3¼ in. by 3½ in., and the double with two cylinders, the same dimensions, 7 h.p. Pistons 3½ in. long, three rings. Fly-wheel 8⅜ in. diameter 1½ in. face, 32 pounds in the single and 26 in the twin. Bearings, main, 1 in. dia. 3⅜ in. long. Crank pin ⅞ in. dia. 1⅝ in. long; 1 in. dia. on the twin. Hollow piston pin, ⅝ in. dia., 1½ in. long, all spindles tool steel, running in best bronze. Valves, 1 9-16 in. dia., 5-16 in. lift. Cooling, 18 cubic feet on each cylinder and head. Weight, 60 lbs. single, 75 lbs. twin. Prices, 3½ h.p., $100; 7 h.p., $150.

Tire and Tube Vulcanizers

THE O'Neil Tire & Protector Co. have succeeded to the business of the Akron Pneumatic Tire Co., Akron, O., and are manufacturing tire and tube vulcanizers. These vulcanizers will accommodate all sizes and styles of tires without the use of shells or bottom plates, which are considered by experienced repair men to be a source of great annoyance and trouble. There are three separate steam chambers for the purpose of vulcanizing any part of the tire desired, thereby eliminating the possibility of overcuring other parts. For instance, if the tread is to be vulcanized, turn on steam in chamber supplying heat to tread, and if the beads are to be vulcanized, turn on steam in chambers supplying heat to beads. This is a very important feature, as there is always danger of great injury to the tire when the heat comes in contact with any other part of it except the repair. This arrangement also materially reduces operating expenses, which is a very important factor in placing a repair department on an economical and profitable basis.

NOVELTIES

Fourteen Thousand N. S. U. Users

AMONG the many good makes of motorcycles which a prospective buyer may choose from is the N. S. U., which is manufactured in Neckersulm, Germany. This company has been manufacturing motorcycles since 1899 and recently established a New York agency at 206 West 76th street.

The N. S. U. people are the oldest motorcycle producing firm in the world. They employ over 1,000 men in their shops and every detail in the production of the N. S. U. is handled under one roof.

There are over 14,000 users of this machine in all parts of the world. The records for hill-climbing, endurance, speed and economy tests that have been won by the N. S. U. show the unqualified strength and unquestioned reliability of this machine. Recently a Mr. Cawkweil, of Maltby, England, covered 35,000 miles in two seasons with one of these machines.

The N. S. U. offers the buyer a wide range of machines to choose from. They are single and double cylinder motors, road racers and touring models, from 1¼ to 6 h.p., with free engine and two-speed gears if desired.

Reading Standard Makes Fine Record

EVERY Reading-Standard that started in the endurance run, and there was quite a bunch of them, reached New York on time, making the passage over the rocky and mountainous roads of the Catskill region without trouble. Of the three Reading-Standard machines which finished the entire run, 354½ miles, one scored a thousand points, while the other two made 982 and 975. The machines were strictly stock and many of the Reading-Standard men were not "old hands" at this endurance business; so that the results achieved may be credited largely to the machines and not to the riders. This company, which is one of the largest in the country, are always in the field for high class agents.

Bairdstown Grade Conquered at Last

BAIRDSTOWN HILL, that block and a half long, 32% grade, which has so long withstood all attempts of Los Angeles riders to conquer it, has had its laurels wrested away twice this spring. Joe Merkel made the ascent about a month ago on one of the new Merkel twins and ten days ago J. A. Scott, local manager of the Hercules Auto Specialty Co., rode a new 5 h. double Thor, which he had just received from the factory in Aurora the day before, up the hill in a very easy and convincing manner. This Thor was a regular stock model with the usual road gear of 5⅝ to 1.

New Atlanta Co.

ATLANTA, Ga.—W. B. Alexander and George N. Seewald have organized the Alexander-Seewald Co. The new company will handle bicycles, motorcycles and tires on a large scale. They have already closed with Morgan & Wright for their Southern agency, and have also taken on the motorcycle agency of the Consolidated Mfg. Co., of Toledo, Ohio. Mr. Seewald was for five years manager of the Atlanta branch of Morgan & Wright.

A Live St. Paul Agent

ST. PAUL, Minn.—J. F. Ptacek, the local Indian agent, has had a successful two weeks' business. Some of the sales were a 5-h. twin cylinder to F. S. Haas; a 3-h. to J. P. Holly, and J. Decosel, a 5-h. twin cylinder; William Hammelton, a 3½-h.; J. D. Sexton, a 3-h.; R. F. Guire, a 3½-h.; J. W. Maguire, a 3-h.; D. Helle, a 3½-h.; E. G. Rugby, a 5-h. twin cylinder; J. C. Romel, a 3-h.

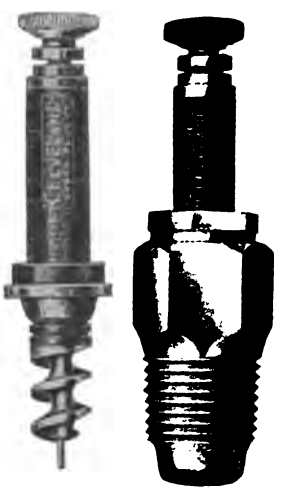
Pittsburg Agent Moves

PITTSBURG, Pa.—The Motorcycle Exchange, formerly the Duquesne Cycle Company, of 132 South Highland avenue, has moved to 5906 Penn avenue, where it occupies the building with the Imperial Motor Company. It is largely through the untiring efforts of this company that the motorcycle is becoming so popular hereabouts. The Indian and Thor machines are handled by the Exchange.

THE Veeder Mfg. Co., 42 Sargeant street, Hartford, Conn., manufacture the trip and total mileage cyclometer shown in the cut especially for motorcycle use. They sell for $2.00 each and the striker to go on the spoke costs 25 cents extra. With a cyclometer a rider can tell just how long his batteries have carried him, how many miles it takes to wear out a tire, how far a gallon of gasoline will carry him, etc. In addition to the above the Veeder Co. make a specialty of fine castings, odometers, tachometers, tachodometers and counters, etc. This cyclometer is very similar to the bicycle type which this company first marketed years ago. Motorcyclists will find the instrument thoroughly reliable and accurate.

MANY riders make the mistake of thinking that because their cylinders fire regularly everything is O.K. But this is not necessarily so, as partly carbonized plugs allow the escape of electricity, causing weak ignition and loss of power long before they commence misfiring. Experts agree that poor ignition causes great falling off in power, and the heart of the ignition is the plug. A plug that is but a gap for the spark to jump across is not sufficient, for the spark is the life of the motor, and the way a plug sparks in the open air is no indication whatever of what is taking place inside the cylinder under compression.

The Cleveland spark plug has been marketed to overcome the failures of ordinary plugs. It is absolutely unaffected by an excess of oil, and will not misfire in case of poor compression; in fact, it fires uninterruptedly without compression, which no other plug will do—a feature of great merit for "starting on the spark." The Cleveland spark plug is made "on honor." Each part is mechanically perfect, being manufactured from particularly selected stock and finished to micrometer gauge. Every plug is carefully assembled and thoroughly tested before it leaves the factory.



The Cleveland spark plug is expensive to construct, but the motorist is rapidly realizing that it is poor policy to put cheap plugs on high-priced motors and expect to secure satisfactory results. The price is $2.00 each, for any thread, and they can be secured at supply houses or direct from the manufacturers, the Cleveland Spark Plug Co., 1070 Power avenue, Cleveland, O.

A NEW non-slip motorcycle tire, said to be a sure "skid stopper," will be placed on the market within about ten days' time by Morgan & Wright, the well-known makers of "good tires." It is called the Basket Weave Tread. The makers claim for this tire that its peculiar formation brings the greatest possible length of sharp edge projections in contact with the roadbed at one time, thus producing a greater resistance to side-slipping than can be secured from any other combination of knobs, creases or ridges.

The New B. & C. Transmission

ANOTHER two-speed and free engine transmission of excellent appearance and construction has just been introduced from Cleveland, Ohio. The inventors and manufacturers are Bushnell & Cannon, 1268 East 80th street, and the many advantages of this transmission are herewith illustrated and explained.

It is of the planetary type, with gears and pinions enclosed in a dust proof case and running in a bath of oil, thus insuring their perfect lubrication at all times, and consequently long life of all bearing parts. High speed is obtained through a multiple disc clutch which insures a flexible control and a positive drive. A two point double row ball bearing carries the load on high speed and also takes the thrust of the multiple disc clutch. The best of materials are used throughout in its construction, and with its handsome nickel plate finish adds rather than detracts from the looks of the machine.

It may be applied to any chain-driven motorcycle of the countershaft type, being designed to attach to the countershaft eccentric in the same manner as the compensating sprockets used in the regular equipment. It may be used on any machine of the above class, whether single or double cylinder, being especially desirable for tricars, delivery vans, etc.

Operation is by means of a single lever working in a quadrant attached to the top tube of machine. When in extreme forward position, the motorcycle is driven at the speed normally obtained through the regular gearing of the sprockets. The reverse position of the lever gives a reduction of 50 per cent. from speed obtained with lever in forward position. When lever is in an intermediate position the engine runs free, all of these results being obtained from a single lever with but a simple forward and backward movement.

Within less than an hour's time this device may be readily attached to chain-driven motorcycles with crank hanger countershaft, as the Indian or machines using Thor parts, thus converting the old machine into an up-to-date motorcycle with a two-speed and free engine transmission.

To obtain an easy start, free from all jolts caused by the explosions in the engine cylinder, the rider has but to allow the low speed clutch to slip slightly, thus completely absorbing all shocks which would otherwise be transmitted to himself. By moving the lever a notch or two forward a positive drive on high speed is obtained.

The rider may travel through streets congested with traffic with perfect ease and safety, allowing the engine (by means of the transmission) to transmit just enough power to the rear wheel to keep the machine moving slowly; or, if pocketed in the traffic, he may come to a standstill with engine still running. Another start may then be made without pedaling. This feature is especially advantageous when ascending a steep hill.

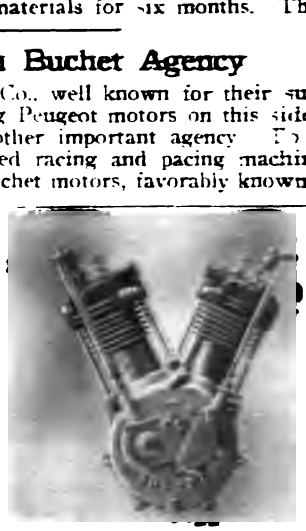
Very rough roads, deep sand, bad bridges, etc., can be negotiated at a slow speed, which is very desirable for the pleasure and comfort of the rider and the safety of the machine.

Sharp corners, bad curves and dangerous curves can be [illegible] at a very slow speed, running about [illegible] which is necessary without the use of the transmission, and with perfect freedom from danger of stalling, or the disagreeable necessity of pedaling to assist the engine in making the ascent. The free engine device may be used for coasting, the machine running much more quietly and freely than before. This is also a very desirable feature in case of engine trouble, as the motorcycle may then be pedaled with ease.

The B. & C. transmission is fully guaranteed against defective workmanship or materials for six months. The price is $50.00.

American Buchet Agency

THE Prospect Motor Co., well known for their successful efforts in introducing Peugeot motors on this side of the water, have secured another important agency. To fill the demand for high powered racing and pacing machines the firm is now supplying Buchet motors, favorably known abroad for their speed and reliability, and a favorite with racing men on account of smoothness of running and excellent wearing qualities. These motors are readily distinguished by their large overhead valves, which allow of a particularly free exhaust, making overheating impossible even under most severe conditions.



These motors are supplied in various sizes, but the 4 H. single and 8 H. double are recommended as particularly effective. The cylinders have a bore of 3 3/8 in. and stroke of 3½ in., and with proper racing equipment the single is guaranteed a speed of sixty miles per hour. The price, complete with carburetter and pulley, is $100. The price of the double is $165 complete. The Prospect Co. have fully demonstrated the excellent qualities of the Peugeot motors, which will, as heretofore, be supplied on all their standard Simplex motorcycles. It will be interesting to follow the success of these new motors.

From Cycle to Motorcycle

THE cut illustrates a small Clement motor of one and one-quarter (1¼) horsepower and of the four-cycle type. The Clement motor is a thoroughly practical machine in every respect. The manner in which it can be applied to the ordinary bicycle is simple, strong and neat, doing away with the unnecessary weight of the various cycle motors and giving a power-driven bicycle of normal weight with many advantages, above anything of the kind now on the market.

It has been used successfully for two years in France. Many advantages are claimed for it, such as uniform speed, ease of control, reliability, etc. It is handled in this country by the Clement Motor Equipment Co., 1900 Broadway, N. Y. City.

G & J's New Grip

HERE is the new G & J Rough Rider motorcycle grip. This is an article which the Indianapolis Co. have just started to manufacture, and several new features are sure to make it popular with riders.

This grip extends about four inches beyond the end of the handle bar, and, being made of a high grade [illegible] rubber, [illegible] operating a [illegible] amount of the vibration and jar on the rider. Another advantage of the G & J Rough Rider grip is the knob on the end, making it easy to hold and with it any variety of the hand's strong [illegible]

THE

DIAMOND MEDAL

Highest Award in the

Great F. A. M. 1908

ENDURANCE CONTEST

Score 1000 *plus* 5. Won by a

HARLEY-DAVIDSON

The DIAMOND Medal is awarded for a perfect score, plus the most consistent riding. This is determined by timing the riders at certain checking points along the course. To win the DIAMOND MEDAL the rider had to arrive at *each* of these checking points practically *exactly* on time schedule. The Harley-Davidson did this. It ran perfectly every foot of the way over a course especially selected to thoroughly test the machine. In fact, this was the hardest test of motorcycles ever made in this country. It never faltered. In the Hill Climb, in the Brake Test, in Endurance and Reliability,

The HARLEY-DAVIDSON Surpassed All Others

Remember: there were Sixty-four Starters. Two days later in the great

Fifty Mile Economy Test

a stock Harley-Davidson, taken out of their New York Agency, covered the *Fifty Miles*, climbing a stiff hill *six* times, on

One quart and one ounce of gasoline

This was the *lowest consumption used* by any of the competitors, including even the *smaller* classes. Isn't that the kind of Motorcycle you want?

WRITE FOR CATALOGUE A

HARLEY-DAVIDSON MOTOR COMPANY

38th and Chestnut Streets - - - - - Milwaukee, Wis.

EASTERN NEW YORK AND NEW JERSEY AGENCY:

THOMAS-ROBERTS COMPANY, 2230 Broadway, near 79th Street

CALL AND TALK HARLEY-DAVIDSON WITH THEM

TRADE TALK

OAKLAND, Cal.—W. Loose, former manager of the J. T. Bill Co., of Los Angeles, Cal., is now a motorcycle agent here. He will lead of with the Reading-Standard.

S. F. HEATH, the New England representative for Thiem motorcycles, has established himself at No. 238 Columbus avenue, Boston, Mass., where he will handle the Thiem and also a general line of motorcycle supplies.

PERRIN WHITNEY, formerly of the Pope Mfg. Co., the man who developed the Pope motorcycle, has been secured by the Hendee Mfg. Co., and is now acting as special traveling representative for the Indian in the West.

AT Buffalo, Neal, Clark & Neal Co., 643 Main street, are agents for the Indian and N. S. U. They have a fine store and make a great display of motorcycles. The McGrane Co., 870 Main street, used to handle the Jewel, but they deal only in second-hand machines just now.

TWO live agents in Rochester, N. Y., are the Geo. L. Miner Co., located at 80 South Clinton ave., and Flynn Brothers, on South avenue. The Miner Co. handle the Indian and Excelsior motorcycles and have one of the biggest agencies in the city. Flynn Brothers handle the Armac.

F. A. BOWEN has secured the Utica agency for N. S. U. motorcycles. This additional branch of the N. S. U. Motor Company has been opened in the central part of the state in order to meet the great demand for N. S. U. machines in that vicinity. Mr. Bowen will also carry a full line of N. S. U. parts and accessories.

ONE of the big agencies of Cincinnati, O., is the Pickering Hardware Co., who occupy an entire building, a very handsome structure, at 432 Main street. They handle all kinds of sporting goods, and have a special department devoted to motorcycling. If a firm wanted to break into Cincinnati very badly, the Pickering Co. would be the people.

THE Auto-Bi Co., Buffalo, N. Y., gathered a bright laurel at Wilkesbarre, Pa., on June 20, when they won first place in the five-mile event. The Auto-Bi is a motorcycle of high-grade construction on simple lines and easily handled. Their advertisement in this issue gives a few facts about it. They will tell you more. They want agents.

THE alive Ovington people get out a catalogue each midyear, fetching the F. N. story up to the minute. Their 1908½ catalogue is now out. It fully describes the 5-h.p. F. N. Big Four motorcycles, also new side car and fore car attachments. A card to Ovington Motor Co., Eighteth Street and Gay White Way, N. Y., will bring the catalogue to you.

A WELL-KNOWN manufacturing chemist of Jersey City has prepared a special product for the use of motorcyclists. It is called "Whitene." It absolutely removes all grease, dust, etc., from the hands without injury to the skin. All motorcycle dealers should carry this in stock. For terms, write W. R. Robinson, foot Essex st., Jersey City, N. J. Anybody can get an 8-ounce can as a sample by sending ten cents to the above address. Whitene leaves the hands white, clean and soft.

TWO live agents in Minneapolis are Buchanan & Wiley, and Hammer and Bissett. The first named are located at 521 Second Avenue S., and they specialize on the Thiem. Their letterheads and cards bear this catchy little say-so: "We Buy 'em, Sell 'em, Trade 'em." The Hammer & Bissett Motorcycle Co. are located at 512 Second Avenue S. They handle the Indian, Light and Reading-Standard. Both these firms have just subscribed to MOTORCYCLE ILLUSTRATED and that is why we have enshrined them in these columns.

TWO of the chief agents in Springfield, Mass., the home of the Indian, are Geo. A. Tuckey, who handles the R-S at 585 Main St., and Geo. N. Holden who handles the Indian on De Witt street. In Springfield there are two clubs. The Springfield Motorcycle Club, the secretary of which is B. S. Barrows, of 17 De Witt street, and the City of Homes Motorcycle Club. The secretary of this latter organization is Clarence Hobart, care of the Chase Lumber Co.

THE Indian has certainly been on the war-path the last few weeks. On the front cover of this issue the scalps taken within a period of ten days are partially outlined. They include four perfect scores at the F. A. M. Endurance Run, new half-mile and mile records, a new 25-mile record at Los Angeles and a lot more. The tomahawk of the Indian is certainly a keen one. Many "Indian" facts are embodied in a little booklet, called "Motorcycle News," which is published monthly by the Hendee Manufacturing Co., Springfield, Mass. A postal card will bring it to you.

A FIRM which will be very much heard of in the tire field in the near future is the Lockport Rubber Co., Lockport, N. Y. Their motto is, "Quality we court, in Lockport." The President of the Lockport Co. is F. S. U. Kelly, a man who has a national reputation in the tire field. The company's plant is admirably located. It consists of ten buildings and is said to be one of the largest rubber plants in the country. A recent caller at the Lockport plant was Frank Cornish, who travels extensively for the Consolidated Mfg. Co., of Toledo. This concern make the Yale-California motorcycles.

THAT the modern motorcycle has almost reached perfection was demonstrated recently in the F. A. M. Endurance Contest, when three N. S. U. machines went through with absolutely perfect records and the assurance of the riders that not even a screw had been touched or an adjustment of any kind made during the entire run. The N. S. U. won three gold medals, more than any other entrant in the race. A great measure of the excellent showing was due to the two-speed gear and free engine, with which the machine is equipped. When a motorcycle can go through such a gruelling test in such a splendid fashion it most ably demonstrates that motorcycle construction has improved with rapid strides.

IN this issue, the G. & J. Tire Co. take two large, life-size pages to tell the story of their recent successes. In the Endurance Run and Economy Contest they scored heavily, as they always do in road and track events. On the ride from New York to Chicago the G. & J. followed out their usual broad policy. They trailed the riders every step of the way with an automobile in which was carried a complete stock of tires, equipment and facilities for repairs. This was in charge of Herbert Githens, the G. & J. Indianapolis sales manager, who was accompanied by a crew of tire experts. They aided any who came to grief, whether they were G. & J. men or not. The G. & J. people do not ask you to take their say-so about their tires. They appeal to the verdict of thousands of motorcycle riders all over the country.

YOU CAN ORDER

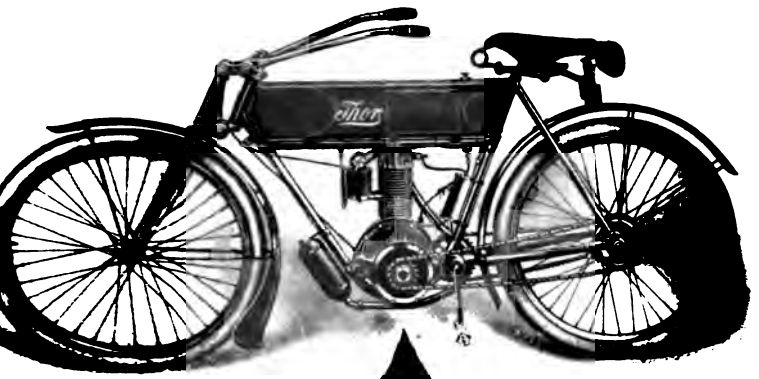
MOTORCYCLE ILLUSTRATED

THROUGH

Any Newsdealer

IT IS RETURNABLE

If the Newsman has a Live Place tell him to order Two Copies, one for you and one for display



The Thor Motorcycle

is unexcelled for its Efficiency and Durability

THE REASONS ARE APPARENT

¶ The Thor Geared Transmission Motor has an anti-friction bearing for driving shaft.

¶ The Transmission is integral with the Motor. It is dust-proof and self-lubricating.

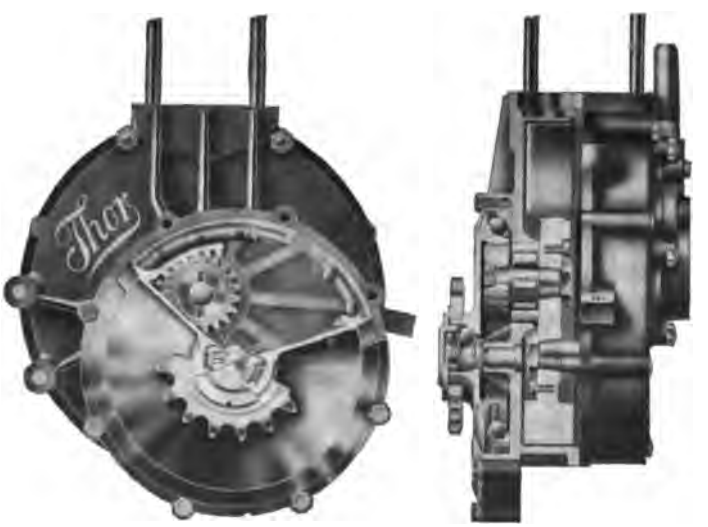
¶ The pinion on the shaft, engaging with the annular gear which runs on ball races on the rim and in the center, reduces the friction to the minimum and abolishes the short chain with its friction, noise and wear. This reduction of the friction to the minimum not only increases the power to the maximum but makes the motor of the silent type.

¶ The bearings of the annular gear being fixed, the motor is always in adjustment and there is no pulling strain or side strain on the shaft. Driving Sprocket can be changed without effecting any other part of the motor.

¶ The general design of the Thor makes it a compact and properly balanced motorcycle that permits of easy and comfortable riding.

In short, the Thor is the Progressive Motorcycle—

The QUALITY Motorcycle



Write at once for the Thor Agency

"IT'S THE LEADER"

Aurora Automatic Machinery Co.

AURORA, ILLINOIS

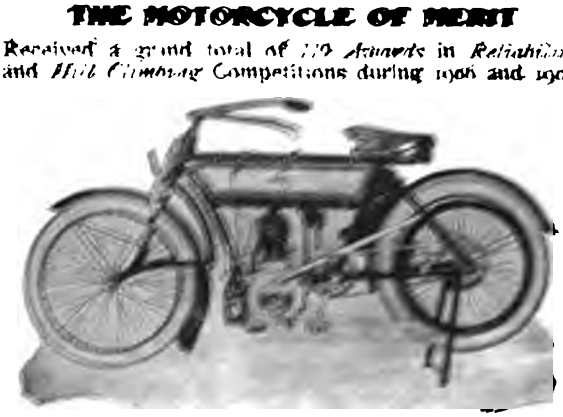
CHICAGO SALESROOM - 1470 Michigan Avenue

Kindly always mention the paper when writing advertisers.

"Vindec Special"

THE MOTORCYCLE OF MERIT

Received a grand total of *170 Awards* in *Reliability* and *Hill Climbing* Competitions during 1906 and 1907



3½ SINGLE 6½ H.P. TWIN CYLINDER

SIMS BOSCH MAGNETO, TRUFFAULT-SUSPENSION FORK AND CHANGE SPEED PULLEY

A speedy, high-powered machine, with wonderful hill climbing ability. The 5 H.P. "*Vindec Special*" is the ideal Motorcycle, fitted with the famous "Peugeot" engine—the engine that holds all speed records.

Machines ready for delivery. For full particulars address

CROWNSHIELD AND BURLINSON
IMPORTERS
109 East 114th Street - - New York, N. Y.

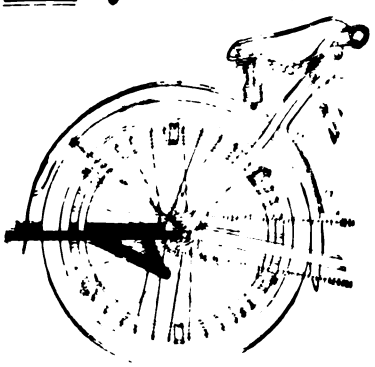
Case Hardened Roller Bearings 'Not Sold

Mailed on receipt of 25c. silver or stamps

Advance Sales Co., St. Paul, Minn.

THE QUICK ACTION Motorcycle Stand

Fits any Motorcycle



Patent Applied For

Price, $3.00

The three Excelsior motorcycles, New York to Chicago Tour, were equipped with QUICK ACTION STANDS. The riders realized the tremendous advantage of *quick action.*

AT ALL DEALERS

Henry T. Adams Co.
6846 S. Park Av., Chicago, Ill

WITHIN THE FOLD

St. Paul, Minn.—F. S. Haas has sold his 3½ Indian a place has purchased a 5 twin-cylinder. His first Indi motor was the fastest single-cylinder machine on the ro and the one used in his fast run from St. Paul to Minn apolis and return. He holds the record in 41 minutes for his trip.

Bloomington, Ill.—John Sleeth, a rural mail carrier of Chatsworth, covers his route on a motorcycle. He claimed that he covers the route in less time than an carrier in this part of the state who serves the same num ber of patrons and makes the same number of miles per day.

Mt. Vernon, N. Y.—Motorcycle Officer James L. Rieh of the local police force, is now using a machine, the prop erty of the department, but is negotiating the purchase of a Vindec Special for his own personal use.

Van Buren Township, Findlay, O.—Charley Bormuth who is carrier on a rural route out of Jenera, has purchased a motorcycle.

Sterling, Ill.—Rural Mail Carrier John Dorathy has purchased a motorcycle for use over his route.

Red Wing, Minn.—R. C. Wolfarth and J. E. Enz, of this town, are both ardent motorcyclists. They recently made the run from here to Lake City in fifty-five minutes.

Port Chester, N. Y.—Harry Reynolds, who drives A. V. Whiteman's Packard, has joined the ranks of motorcyclists and is riding an Indian.

Owego, N. Y.—Phil Dorwin, bookkeeper at the Owego National bank, has purchased a Reliance from the Owego Motorcycle Company.

Long Island City, N. Y.—Dr. Theodore A. Lehman, 227 Steinway avenue, has become a convert to motorcycling and has bought a 1908 F. N.

Bloomington, Ill.—Dr. F. B. Lovell is now riding a fine new Indian motorcycle, the only one in the city.

Canton, S. D.—Leroy Scott and Henry Feldman have purchased motorcycles with which to deliver mail on Routes 4 and 5.

Kutztown, Pa.—William S. Reinert and William S. Rhode recently made a trip to Pottstown and return.

Wallington, N. J.—John Van Dalen, of Anderson ave., has purchased a new 1908 model.

SALE AND EXCHANGE — TWO CENTS A WORD

FOR SALE—Merkel, 1907, 3 h.p., ridden 500 miles; with extras, $125; Thor motor, 2¼ h.p., coil, battery case, carburetor, $40; complete chassis, less engine, $20. What offer in exchange? Want lathe and tools. M. L. Van Keuren, 34 Cove Ave., East Norwalk, Conn.

C. O. T. Gum Gun. Ask your dealer how nicely it repairs dipsets in your auto shoe. For sale by jobbers. CHAS. H. TINGLEY & CO., Rahway, N. J.

MOTORCYCLE SUPPLIES
SEND FOR CATALOGUE
MOTORCYCLE SUPPLY CO.
HAMMONDSPORT N.Y.

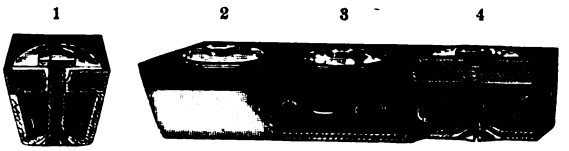
Construction, Management and Care of Motorcycles
40 Pages of Practical Information
Fine for Beginners
25 Cents, Postpaid
MOTORCYCLE PUBLISHING CO.
299 Broadway New York

THE "Peerless=V=Belt"

(PATENTED)

THE BELT FOR MOTORCYCLES

THE PEERLESS-V-BELT is a V shaped Block chain encased from below by a continuous strip of raw-hide, and from above by a sectional strip of leather. Each section is fastened to a link by a bolt passing through



1. End Cross Section of Belt. 2. Side View of Belt
3. Side of Chain Link. 4. Side Cross Section of Belt

We Claim this Belt to be "PEERLESS"

Because it cannot stretch. Its flexibility adapts it to smaller pulleys. IT CAN BE RUN SLACK, thereby avoiding excessive journal friction, and it increases the efficiency of your motor. It is noiseless. Neither water nor oil will destroy it. It will, at least, outlast two other belts, and yet sells at the low price of 75c. a foot. It is made in Sizes of ¾ and ⅞ Inches Wide.

THE PEERLESS V BELT COMPANY :: 1541 LEXINGTON STREET CHICAGO, ILL.

TRADE **STANDARD** MARK

MOTORCYCLE SPEEDOMETER

Flexible Shaft Drive from Front Wheel

Gears for 26 and 28 Inch Wheels

Hand is Absolutely Steady
Accuracy and Durability GUARANTEED

40 or 60 Mile Dial

Price: 40 Mile Dial, $15.00 60 Mile Dial, $20.00

The instrument can be attached to either the frame or handle bars and the arrangement of the shafting allows it to be used successfully with any spring forks. In ordering give name of machine, number of spokes, diameter of handle bar. Can be attached to any make of motorcycle in a short time. Send for Catalogue. Made in the same accurate and thorough manner as as the "Standard" Speedometer for automobiles, by

THE PARKER MANUFACTURING COMPANY, cor. Shirley and Clifton Streets, Boston, Mass.

RESULTS COUNT

Three Single Cylinder Merkels entered in the F. A. M. Endurance Run

TWO PERFECT SCORES and

GOLD MEDAL for the Highest Honors for Single Cylinder Machines ridden by a Private owner **NEVER LATE**—Ascended all hills without assistance. Also WON many events and highest honors previously at Providence, Cleveland, Washington, etc., etc. SPRING FRAMES and BALL BEARING Motors helped do it. ***Power, Speed, Comfort, Reliability,*** all the time in a **MERKEL** Spring Frame Motorcycle with Ball Bearing Engine

MERKEL MOTOR CO., 26TH AVE., MILWAUKEE, WIS.

REPRESENTATIVES:

Pacific Coast: Ollier & Worthington, 1030 So. Main St., Los Angeles, Cal. Chicago and Cook County, Ill.: I. H. Whipple, 289 W. Jackson Blvd., Chicago. New York, Jersey City and Long Island: E. J. Willis Co., 8 Park Place, New York City. Brooklyn, N. Y.: John Pfleiger, 1604 Bushwick Ave., Brooklyn, N. Y. Cleveland and Northeastern Ohio: L. J. Mueller, 6417 Woodland Ave., Cleveland, O.

THE AUTO-BI

Wins First Place in Five Mile Event at Wilkes-Barre, June 20

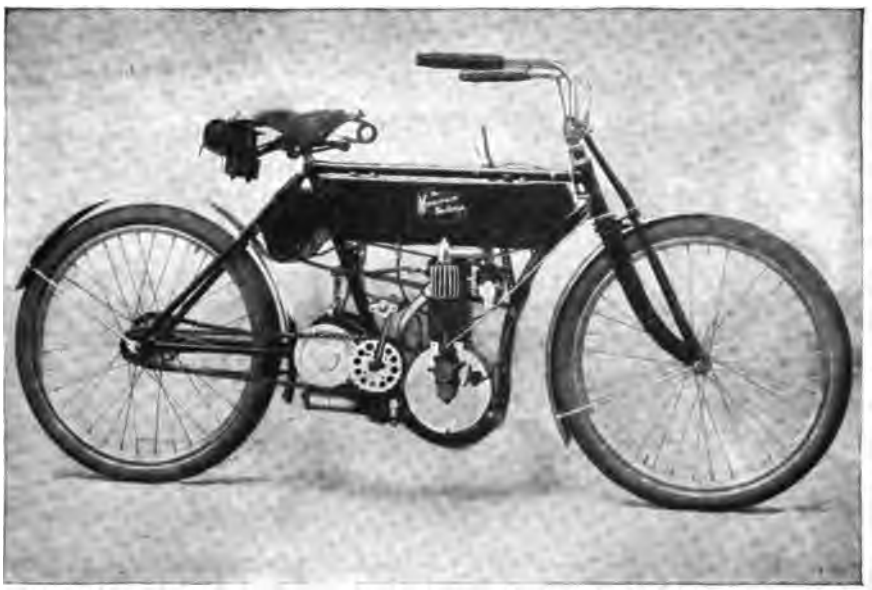
The *highest* grade Motorcycle built. It is so simply constructed anyone can handle it with ease. Three horse power, controlled with one hand, standard batteries, single piece crank shaft, Auto-Bi chain belt drive, truss cushion forks, 2½-inch G & J Tires and hollow steel rims—in fact every thing that constitutes the ideal mount for any kind of use. Not to know the AUTO-BI is evidence that you are not up to date on Motorcycles

LIVE AGENTS WANTED

THE AUTO-BI COMPANY, - - 1500 Niagara Street, Buffalo, N. Y.

A TWO-SPEED MOTORCYCLE The Minneapolis

It Climbs hills on rough roads that no other motorcycle can climb



Ability to ride slowly on rough places with abundant power is the thing desired

Model A, Single Cylinder, $225

We offer the *First Successful* two-speed motorcycle—a high-gear for speed where safety will permit, with a low gear for hill-climbing and rough roads, and a free engine of greatest value, especially to tricars. Write at once for catalogue and complete information.

MINNEAPOLIS MOTORCYCLE CO., 517 S. Seventh St., Minneapolis, Minn.

KING QUALITY
"LIGHT" MOTORCYCLES

Experts say we produce the highest grade machine in the world for the money. It is 365 Days Ahead of All. Designed for *comfort*.

Speed
Simplicity
Satisfaction

CHAIN DRIVE
With Power to Climb
ALL HILLS

PRICE

$185

THE LIGHT MANUFACTURING AND FOUNDRY CO., Motorcycle Dept. P. O. Box 560
POTTSTOWN, PENNA.

Magnet Lightweight, 2¼ H.P.
Magnet Touring Single, 3½ H.P.
Magnet Touring Twin, 5½ H.P.

Touring Models Have WITHOUT EXTRA CHARGE

Magneto make-and-break ignition. Variable Pulley for 1⅜" V-belt. Self-starting Stand. Extra heavy 2½" Tires. Two powerful hand brakes. Carburetter with visible gasoline level. Long wheel base and very low saddle, 30" high.

Write for full particulars

MAGNET MOTOR COMPANY,

1400 Michigan Avenue, CHICAGO, ILL.

DEALERS:—Write for our proposition

THE "MAGNET" IS READY FOR THE ROAD

GOOD ENOUGH

Alliance Ohio Feb.12,1908.

B. F. Goodrich Co.,
Akron, O.

Gentlemen:

I take the liberty of writing you this unsolicited testimonial.

I have used your motorcycle tires for three seasons. The first two seasons I used 1 3/4", and had one puncture in all my riding, last season I used 2 1/4" tires and never had a puncture of any kind and I went wherever I wished over all kinds of roads.

They may make good tires in Europe but I have no use for them. Your tires are good enough for me.

Very truly,
[signature]
Alliance, O.

READ THE LETTER

Three years' use—one puncture only

GOODRICH MOTORCYCLE TIRES

Built like an automobile tire—rides like a bicycle tire

The B. F. Goodrich Co.
AKRON, OHIO

Branches: Chicago, Philadelphia, Boston, St. Louis, Denver, Detroit, Cleveland, Paris, London.
FACTORIES: AKRON, OHIO.
Our products are also handled in New York and Buffalo by the B. F. Goodrich Company of New York, and in San Francisco, Los Angeles, and Seattle.

MESINGER "CAVALRY" MOTOR SADDLE

Free action in front suspension spring. Enables the rider to proceed at high speed over all obstructions.

Owes its popularity to its thorough quality. "Ask the rider."

GOOD FOR LONG DISTANCE

The top is raised in front and back sufficient to prevent the rider from slipping forward or backward—is curled hair padded and has the form of a horseback saddle.

Length 12 inches, Width 10½ inches. Price $7.00.

H. & F. MESINGER MFG. CO.
1801-1807 FIRST AVENUE, NEW YORK

Veeder

TRIP CYCLOMETER
FOR MOTORCYCLES

"Its nice to know how far you go"

It also tells just what you ought to know regarding tires, batteries, gasoline consumption, etc.

ACCURATE, RELIABLE DURABLE

Send for Cyclometer Catalogue

Price, each $2.00

Motorcycle Striker 25 Cents Extra

The Veeder Mfg. Co.,
42 Sargent St., Hartford, Conn.
Manufacturers of Cyclometers, Odometers, Tachometers, Tachodometer Counters and Fine Castings

INDIAN
MOTORCYCLE

Do you realize that the Indian has won

Every Reliability Trial, Every National Championship, Every Economy Trial, Most of the Hill Climbs

FOR SIX CONSECUTIVE YEARS?

An Indian holds the Trans-Continental Motorcycle Record. You know what you are getting when you buy an Indian

5-H.P. POPULAR MODEL FOR 1908

Have you placed your order? :: :: :: Send for Catalogue

F. A. BAKER & CO.

37 WARREN ST., NEW YORK. 1080-82 BEDFORD AV., BROOKLYN

SEND FOR OUR COMPLETE MOTORCYCLE CATALOGUE, JUST OUT

The most wonderful performance ever made by any motorcycle

NSU

Wins 3 Gold Medals

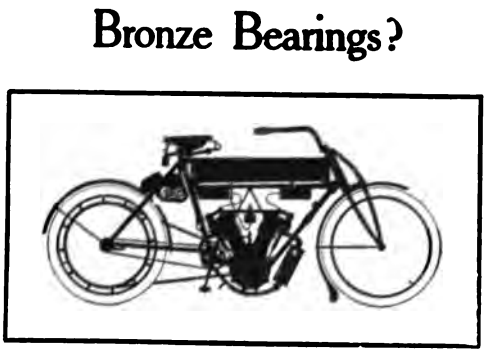
Finishes with 3 perfect scores in F. A. M. Endurance Contest

Not one N. S. U. rider found it necessary to touch even a screw, nor make an adjustment of any kind. The N. S. U. proves by actual performance and not by words that it is the World's Best Motorcycle! Two-speed Gear with free engine if desired. Magneto Ignition, Shamrock Gloria Belts, Peter Union Tires, N. S. U. Patent Belt Fasteners on all models

N. S. U. Twin Cylinder, Suitable for Side and Fore Car Attachment, 4. H.P., 5½ H.P. and 6 H.P. Types, Fitted with Girder Forks

N. S. U. MOTOR COMPANY
206 West 76th Street, New York

How Much Would You Give for a Bicycle With Plain Bronze Bearings?



Roller bearings are as essential in a motor as ball bearings in a bicycle. "CURTISS MOTORS" are roller bearing throughout.

SEND FOR CATALOG "Y"

G. H. CURTISS MFG. CO.
HAMMONDSPORT, N. Y.

THE
CLEVELAND SPARK PLUG

The Plug with the Spiral Core

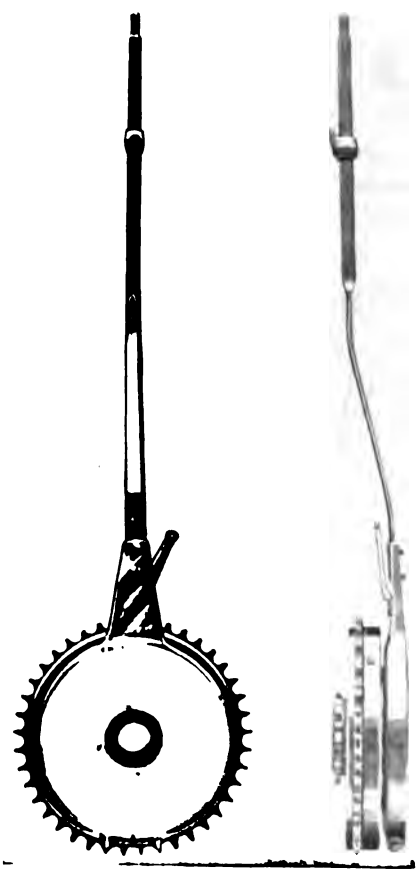
Any *new* spark plug will give some satisfaction while all the parts are clean and free from carbon. *Cleveland Spark Plugs* always remain new, because the carbon is prevented from reaching the insulation.

Cleveland Spark Plugs consume the carbon before it reaches the insulation surface, and the sparking points are swept clean by the rapid action of the gases during each explosion, absolutely preventing the possibility of a short circuit.

Write for our printed matter and investigate our claims. We guarantee satisfaction.

Price, $2.00

THE CLEVELAND SPARK PLUG CO.
IGNITION SPECIALISTS
1070 POWER AVENUE, CLEVELAND, O.



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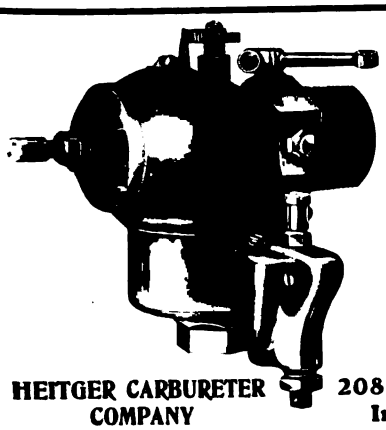

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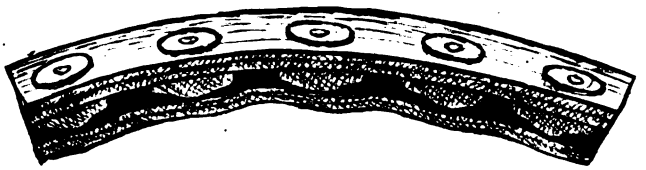

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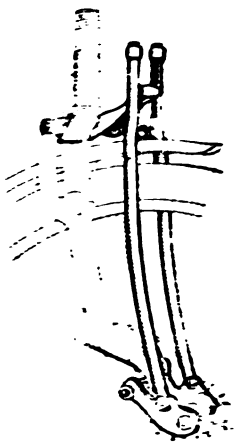

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—THAT'S WHY HE LAUGHS—and well he may for the man who rides the 1908 N S U will be happy and contented.

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and what's more at the time set.

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MOTORCYCLE ILLUSTRATED

Vol. III August 1, 1908 No. 9

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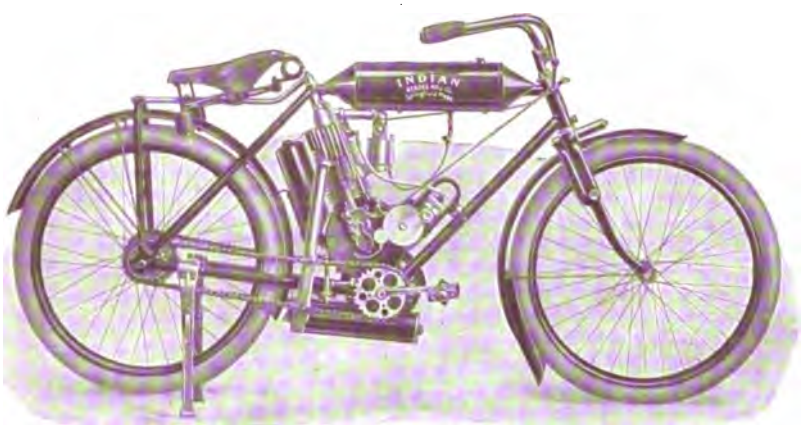

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20 Machines started. 9 of them were equipped with Morgan & Wright Tires. 11 individual riders finished with a perfect score. 6 of them rode the distance on Morgan & Wright Tires. Two of the riders covered the entire 1200 miles

WITHOUT A PUNCTURE

Both of these machines were equipped with Morgan & Wright Tires. (One of them had gone thru the F. A. M. Endurance Contest of 390 miles *on the same set of tires*—and without a mishap of any kind—before starting on the cross-country run.)

Here is a letter from Mr. Lyons, one of the riders to make the trip without a puncture:

CHICAGO, July 17, 1908.

Morgan & Wright Tire Co., Detroit, Mich.:

GENTLEMEN—

I take great pleasure in telling you of the performance of your Bailey Tread Motorcycle Tires on the New York-Chicago tour on my "Torpedo."

I inflated my tires in New York on July 6th and started on the 1200 mile grind to this city over fine roa s, rough roa ls, sandy roads, rocky roads, and none at all in some places.

Your wonderful tires held up without punctures or cuts until, on the 15th of July, just nine days from the start, we arrived in good old Chicago with still the same New York air in my tires. The Bailey Treads looked splendid, considering the roads and speed maintained at times.

NOT A PUNCTURE IN 1200 MILES!

I congratulate you upon your perfect product and hope you get the prosperity you so richly deserve.

Yours truly, G. W. LYON.

P.S.—My middle name is "M-W" from now on.

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MOTORCYCLE ILLUSTRATED

Vol. III. No. 9 August 1, 1908

PUBLISHED BY THE MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK CITY

CYCLE MEN FOREGATHER AT ATLANTIC CITY

ATLANTIC CITY is just now the mecca of all good trade association men, and their faces are turned toward that resort, where they will journey to take part in the big trade convention to be held there on the 5th, 6th and 7th of this month. The program has been carefully arranged and every effort has been made to make the meeting a notable one. Preliminary committee meetings of each of the associations which take part—the Cycle Manufacturers' Association, the Cycle Parts and Accessories Association and the National Association of Bicycle Jobbers—will be held on the 5th, the general business meeting of each will take place on the 6th and on the 7th all three will hold a joint session.

Invitations have been extended to all tradesmen who are not members of the organizations to be present, and the ladies are wanted, too. A social program of events has been arranged for their especial benefit, which includes a monster theater party at the Apollo, where Victor Moore is playing in "The Talk of New York," one of George M. Cohan's latest productions. Sailing, swimming and yachting will also be among the diversions.

The program as arranged is:

Wednesday, August 5th—10.30 a. m., meeting of committees. 8 p. m., bowling contest to consist of two teams each from the Cycle Manufacturers' Association, Cycle Parts and Accessories Association and the Jobbers' Association, each team to consist of five members.

Thursday, August 6th—10 a. m., meeting of the Cycle Manufacturers' Association, Hotel Dennis, Committee Room B. 10 a. m., Cycle Parts and Accessories Association at Hotel Dennis, Committee Room A. 2.30 p. m., meeting of the Jobbers' Association, Hotel Dennis, Committee Room A. 8 p. m., theater party at Apollo Theater. Immediately after the performance a collation will be served in the grill room of the Shelburne Hotel.

Friday, August 7—10 a. m., joint meeting of the Cycle Manufacturers', Cycle Parts and Accessories and Jobbers' Association in large meeting room on ground floor of the Hotel Dennis. 8 p. m., sailing party.

TWENTY-FOUR HOUR ROAD RACE PLANNED

IF no hitch occurs in the plans now under way, New York City will witness in another month's time one of the most novel and strenuous contests ever held in this country. With a starting line and the finishing point in front of the club rooms of the New York Motorcycle Club at 2234 Broadway, under whose auspices the contest will be run, a twenty-four hour endurance run will be started at 7 p. m. on Sunday, September 6th, and continue over into Monday, Labor Day, and finish at 7 p. m., on that date.

The course is laid over Long Island roads and up into Connecticut, the first twelve hours carrying the riders through three checking stations on Long Island and the second half of the day starting them at New Rochelle and taking them down east as far as New Haven. On Long Island controls will be located at Jamaica, Bay Shore and Center Moriches, and for the second half of the route the controls will be at New Rochelle, Bridgeport and New Haven. An average of fifteen miles an hour will be maintained, with an allowance of two hours to cover the twenty miles from Jamaica, the last checking point on Long Island, to New Rochelle, the first control on the second portion of the route. This calls for twenty-two hours of actual riding at fifteen miles an hour, plus twenty miles from Jamaica to New Rochelle, a total of 350 miles.

Silver medals will be awarded to all survivors, and those riders completing the contest with a perfect score will secure gold honor medals. The point system of scoring will be followed, that is, a credit of 1,000 points will be given each rider and the penalizations taken from this amount. Five minutes leeway at controls will be allowed for a difference in time between competitors' and officials' watches, but for every minute above or under his schedule, outside of this allowance, the rider will be charged two points. Speed laws will be conformed with and efforts will be made to prevent racing.

Entry blanks are now being prepared and can be secured from A. G. Chapple, Captain of the New York Club, at the above address.

THEODORE K. HASTINGS, WHO MADE A PERFECT SCORE IN THE A. C. U. TRIALS.

YANKEE RIDER A WINNER IN ENGLAND

A CABLE from Mr. Theodore K. Hastings, the well known New York motorcyclist, was received on July 20th announcing that, in the great Endurance Run from Land's End to John o'Groats, he had won a gold medal. No details are given, but it probably means that Mr. Hastings made a perfect score. The cable reads as follows: "July 20th—Arrived at John o'Groats. Everything running fine. Won gold medal. Climbed the famous Berriedale hill. Severest trial. Weather rainy. Bad going. Roads greasy. Bailey tread holds. Rode my Indian." The course stretches from the lowest point to the extreme northerly end of the island and is a thorough test of both man and machine.

Special.—Theodore K. Hastings, the only American entrant in the British A. C. U. Reliability trials, from Land's End to John o'Groats, was one of the perfect score men and winner of a gold medal. The run stretched over almost an entire week, starting 8 a. m. Monday, July 13, and ending Saturday evening. The course is from one end of the island to the other, a distance of 893 miles. There were fifty-eight starters, among them one woman, and of these no less than forty-eight finished. This certainly is an extraordinary record, for on two of the days it rained hard and the roads were heavy and soggy. Of the forty-eight who finished, thirty-seven gained perfect scores and received gold medals, while five were awarded silver medals and six bronze medals. Among the machines in the gold medal class were one Indian, one F. N., three N. S. U.'s, two Vindecs and fifteen Triumphs. The preponderance of the Triumph is of course due to the larger number of entries of that mount. Taking it all in all, this is the most remarkable motorcycle event ever held.

An Annual Tour Is Assured.

ALREADY plans are under way for a 1909 tour, to be run in much the same manner as was the New York-Chicago test, under the rules of the Western District F. A. M. These plans are forming not alone with the Western District officials but with the manufacturers and tire men as well, and that an annual affair of a more comprehensive test than the recent tour will be made seems assured.

Many lessons were learned by the manufacturers and officials, and it is safe to say that many changes will be made in the rules for another year's tour. For instance, Tourmaster Alofsin proposes the establishment of a class carrying observers to be named by rival manufacturers, with separate and distinct schedules.

More Speed Traps

A SPEED trap is in operation at Tenafly, N. J., just north of Englewood. It is one-quarter of a mile long, and a man is stationed at either end. One has a flag and signals to the other who has a stop watch at the other end. One second beyond the limit is sufficient cause for arrest.

Those who intend riding over the beautiful state road from Tuxedo to Newburg will do well to cut down the speed to less than twenty miles per hour when entering the town of Central Valley. A half mile trap, starting from the turn just before entering the town from the south, to the left turn at the drug store where the road swings to Highland Falls, is in operation. Time is taken running both ways.

ONE TEAM MADE PERFECT SCORE

J. S. Woodworth Wins Diamond Medal

THE arrival of the New York-Chicago tourists at the Windy City, the score of the winning teams of which was briefly announced in the July 15th issue of MOTORCYCLE ILLUSTRATED, ended one day in advance of schedule, with an actual riding time of eight days. This gave the tourists a half day at Buffalo and one and one-half days in Cleveland, including the Sunday layover at that city. As reported, the Indian team representing the Springfield Motorcycle Club, composed of George N. Holden, Bert S. Barrows and Stanley Kellogg, was the only one to finish with a perfect score, and the Examiner's Loving Cup returns to Springfield with these riders. A hard fight for this trophy was put up by the Excelsior team, composed of J. S. Woodworth, A. G. Lyon and H. C. Trumpour, who came in a close second, only 10 points penalization being registered against them. The Excelsior got away with the lion's share of the other honors, however. It won the diamond medal for the neatest appearing machine and rider, and also the blue ribbon in the economy contest, covering more than eighty miles on a fraction less than two quarts of gasoline.

It was J. S. Woodworth who won the diamond medal for the Excelsior team. It was nip and tuck between "Woody" and Arthur Lyon of the same outfit, and George W. Lyon on a Torpedo, in the contest for this trophy. George Lyon grew careless toward the end of the tour and tore his duster in an accident. This, and the fact that in going into two controls he didn't have time to clean his machine, counted against him, and Woodworth has the honor of being the "pretty boy" of the contest.

This tour has proven conclusively that the firms who entered their machines are making motorcycles that will stand up under any and all conditions, for it is indeed remarkable that seventeen out of the twenty who entered should finish the 1,100-mile contest on time, especially when it is remembered that a machine could not be adjusted or put in trim during the night or in sight of a control. Every repair and adjustment had to be made along the roadside by the riders themselves. Tourmaster Alofsin stiffened the conditions each day. It was understood before the tourists started that there was to be only a morning and a night control, but instead two, and sometimes three controls were arranged for each day, and this made it imperative that each contestant get there on time to save his marks.

The condition of the roads and the manner in which the tourists mastered them was in some cases truly remarkable. It was the best collection of machines and rough riders ever gotten together in this country. With the exception of the Light team and Bewley of the R-S outfit, all were favored with clear weather and dry roads. An accident to a rider on the third day of the run handicapped the Light team, who dropped back behind schedule, and as if to thwart their endeavors to catch the tourists, the two remaining members of this team rode through two days of rain and mud. They finally did catch the leaders at Buffalo and continued with them to Chicago.

Bewley was overtaken by a cloudburst east of Toledo, and it took him from just three o'clock in the afternoon until 10.30 that night to force his way through eighteen miles of wet, sticky clay to that city. He had been delayed by a broken coil wire and a damaged frame, but on the following morning he turned up serenely ready to continue on to South Bend. R. W. DuSell had trouble at Norwalk, O. When the G & J tire car found him he had his motor pulled down and was in a quandary. Both piston rings were broken and there wasn't a sign of another one in the repair kit. Manager Sherman of the Light team, who had

THE PERFECT SCORE TRIO.

broken his wrist early in the tour, was a guest of Herbert Githens on this car, was fortunate enough to have a couple of piston rings in his suit case. These were gladly accepted by DuSell, thereby saving him from penalization.

At Toledo E. T. Banes and G. W. Smith were riding together when Banes' machine lost power through a broken piston ring. His partner, Smith, in his anxiety to hold a perfect score, used poor judgment. Smith had in his tool kit a wrench with which to take the motor from the frame, and Banes pleaded for the loan of it. But Smith wouldn't stop long enough and proceeded on his way, leaving Banes in a dilemma. This was enough to discourage any rider; but the plucky Banes managed to take his motor apart on the curbstone, put in new rings, reassemble it and come into the next control with a loss of one hour and twenty-five minutes. Had his partner stayed with him for ten or fifteen minutes, they could both no doubt have come in with perfect scores.

It seemed that the run from Cleveland to Wauseon was laid out especially to reduce the number of perfect scores. For 166 miles the riding was through sand and over corduroy roads, though from Toledo on the going was good. That night there was but one team—that of the Springfield Motorcycle Club—with a perfect score.

All of the tourists reached South Bend in excellent shape, and on Wednesday, July 15th, started at 7 a. m. on the last leg to Chicago. Here they were given their first treat of real good roads since leaving the state of New York, as, with the exception of five or six miles, the roads were perfect boulevards the whole way. A seven-hour schedule had been arranged, and in order to prevent racing pacemakers were used. These led the brigade into Hammond, Ind., where a delegation of over fifty riders were met who acted as escorts to the outskirts of Chicago. Here automobiles and more riders met the tourists and took them through the city. This afforded one of the finest pictures and an indication of the popularity of the "little fellows" in the West. There were over 100 motorcyclists, led by a string of automobiles, and the curbstones all along the line were lined with cheering people. It was indeed a royal reception.

The final score and penalties were as follows:

Springfield Motorcycle Club (Indian) Team.....Perfect
Excelsior Team.....10 points
R-S Team.....259½ points
Thor Team.....1,000 points
Merkel Team.....1,003 points
Light Team.....Penalty undetermined

Riders entitled to gold medals are: J. S. Woodward, Excelsior; A. G. Lyon, Excelsior; C. S. Hinckley, Thor; R. W. DuSell, Thor; J. A. Turner, Merkel; W. P. White, Merkel; George C. Smith, R-S; George W. Lyon, Torpedo; G. N. Holden, Indian; Bert S. Barrows, Indian.

Stanley Kellogg was the only rider mounted on a twin-cylinder machine, and therefore takes the gold medal for multi-cylinder class.

WESTERN DISTRICT'S RACE MEET

AT the Crown Point, Ind., races held July 18th, by the Western District, F. A. M., as a fitting climax to the New York-Chicago tour, sensational and exciting finishes were the rule. The features of the meet were the riding of Harvey Barnard, C. W. Van Sickle and Fred Huyck. In the very first event, the One-Mile Western District Championship, the track record of 1.21 was smashed. Huyck established a new record of 1.18 and Van Sickle finished the race in second place in 1.20.

A new star in western racing circles was discovered in Barnard, and the finishes between Huyck and this rider brought the audience to its feet every time. Barnard, riding a Harley-Davidson, was a revelation. On the half-mile oval he gained nearly ten feet at every turn on his opponents. A large crowd turned out, many coming from Chicago by train and motor, but the majority of the spectators were from the surrounding Indiana towns. The track was in excellent condition and the weather all that could be desired.

The second race served to introduce Harvey Barnard to the spectators, and he became an immediate favorite. It was the three-mile championship and he got off with the leaders, trailing Huyck. The lead alternated between these two riders and Van Sickle whose track experience finally told, however, and he finished first, with Barnard second and Huyck third. But Barnard had learned his lesson in this race, and in the very next event he nosed out Huyck on the wire, carrying off the five-mile championship. In this race, White, on a Merkel, had a fall on the turn, but escaped injury.

The last championship event of the day was a ten-mile affair. As in the other events, the finish narrowed down to a test between Van Sickle, Bernard and Huyck. This time the winner turned up in Van Sickle with Bernard second. But Bernard was not to be denied, and in the next event, for machines of 30.50 cubic inches, he outrode Huyck, and Van Sickle won the third place.

A race which attracted much attention was the special event for contestants in the New York-Chicago motorcycle tour for the Examiner Cup. Five of the perfect score men—J. A. Turner, J. S. Woodworth, W. P. White, C. C. Hinckley and R. W. DuSell—toed the scratch, and some pretty racing resulted. The machines were the ordinary touring type, equipped just as they were on the long tour. White, on a Merkel, who in one of the earlier events had been spilled insisted on starting in this race, and he won easily, Turner finishing second.

An added event on the programme was a five-mile affair for stock machines, and it gave Van Sickle an opportunity to win another first place.

Following is the list of officials of the meet who assisted Professor Edwards:

Grant W. Hunter, referee. Judges—Bick Edwards, Ward C. Favorite and Charles W. Price. Timers—H. D. Swarty, J. F. Probst and C. A. Tilt. Clerks of the Course—John T. Fisher, I. H. Whipple and Oliver Temme. Checkers—Ed Guston, John Hart and Tom Rowe. Starters—Berne Nadall and I. F. Alofsin.

Following are summaries:

First Race—One-Mile Western District Championship. Fred Huyck, first, Indian; C. W. Van Sickle, second, Indian; W. P. White, third, Merkel. Time, 1.18.

Second Race—Three-Mile Western District Championship. Van Sickle, first, Indian; Harvey Bernard, second, Harley-Davidson; Huyck third, Indian. Time, 4.44 1-5.

Third Race—Five-Mile Western District Championship. Bernard, first; Huyck, second; Van Sickle, third. Time, 7.10 1-5.

Fourth Race—Ten-Mile Western District Championship. Van Sickle first; Bernard, second; Huyck, third. Time, 13.08.

Fifth Race—Five-mile limited; open to machines of 30.50 cubic inches piston displacement. Harvey Bernard, first; Fred Huyck, second; C. W. Van Sickle, third. Time, 7.09 4-5.

Sixth Race—Five-mile; open to contestants in New York-Chicago Motorcycle Tour. W. P. White, first, Merkel; J. A. Turner, second, Merkel; R. W. DuSell, third, Thor. Time, 8.18 2-5.

Seventh Race—Five-mile; for stock machines. Van Sickle, first; Turner, second; Howard Holck, third, Thor. Time, 7.27.

ONE MAN'S GLORIOUS FOURTH AND FIFTH

I LEFT my home in Steubenville, O., on the Fourth of July, at 6.10 a. m., for Columbus, on the Pan Handle train, taking my M. M. Special along in the baggage car. After a ride around and through that city, I left at 4 p. m. and took the National Pike. Talk about your roads! It was raining and I was skidding, but the sliding was not so bad if I had had lots of time to spare, for I am six feet two inches and was riding a little Special which has only 26-inch wheels and frame dropped at the saddle, so when she would cut up I simply put my feet on the ground and let her slide. But I knew I would never get to Steubenville in a week that way, so I enquired how the road was further out, and was told it was just as bad for ten miles and maybe farther, and was advised to cut across the country and take what is known as the Broad street road to Newark. So away I went for Broad street, and mv. what a difference. I never saw better going in a city, and how I did make the dust fly.

But it soon ended. Just as I was getting interested I landed at the end of the good road and into a sea of mud. A farmer came along and told me I had better go down to the National Pike. I explained why I had just left it about ten miles back, because it was so bad and muddy. "Well," he said, "it is more sandy around here and dries up quick. It is just two miles down that there road to it." So down the road I went to the Pike again, and I knew when I got there without any one telling me. I was now fourteen miles out of Columbus and had ridden seventeen miles to get there. As my machine was new the belt was stretching, so I tightened it up and away I went for Jacksontown, thirty-two miles out of Columbus. Here I bought two quarts of "juice," as I was running out, and away I went again, running from one side to the other trying to dodge mud holes and rocks. I looked at my watch several times and saw I was only making ten miles an hour, but the roads seemed to get better all the time. My next stop was Brownsville, ten miles farther on. Here I met two fellows from a small town near Steubenville on M. M.s going to Columbus.

It was getting late and I was hungry, so I ate thirty-five cents' worth, tightened my belt once more and was off, this time to Mount Sterling, four miles. The roads began to improve here and I made another dive for Zanesville, eight miles. Here I saw one lone motorcycle rider, and just outside the city met another on a Curtiss. I had to take up some more of that slack belt, as I was getting in among the hills. I was soon in Norwich, twelve miles, and here I got some more gas. Then I hunted up the hotel, put my machine on the back porch and went in to bed. I told the landlady I would pay her then so I could get up for an early morning start. When she said it would cost me just twenty-five cents I almost dropped dead.

I was up at 5.30 and started at 6.00. Had to climb a big hill and got stuck, as the engine raced. Then I got mad and I did give that belt a tightening, and I guess the stretch is all out now, as I have never touched it since. I was soon in Cambridge, fourteen miles, and here had breakfast. Washington, fourteen miles, was the next town, and as the roads were getting better and better I did burn them up at times. Then Fairview, fifteen miles, flashed by me. I was running now just as fast as I could go and so turned on a little more oil, to my sorrow. For I soon came to a long hill and by the time I had reached the bottom the oil had worked up in the cylinder and fouled the spark plug. I soon had it in again, however, and continued to Washington. I took the Pike through Mount Pleasant and Smithfield, about forty-two miles and smooth, but full as can be of hills. At about forty miles an hour I went over a waterbreak, and failed to see the ditch on the other side. Into it I went with the brake on, and I thought it was all off. I looked her all over expecting to find several broken places, but she was just as good as ever and away I went again.

When I reached the bottom of the next long hill she failed to go. I could hear the motor humming, but it was not doing any work, so I stopped and found I had no compression. I was sure I would walk the rest of the way home (seven miles) but I thought I would take a look first, anyway, so out came the wrench and I took out the valves and found them O. K. Then I looked at the exhaust valve stem. When I tried to drop the valve I found that the slide for the lift had come unscrewed and would not let the valve seat, so I ran it back down tight again and was soon home, in time to wash up and sit down to lunch, making a total of seven and one-half hours for the 180 miles. I did not have a break or puncture, and the only adjusting I had to do was in the belt, and at the exhaust valve. I was not a bit tired and credit the fact to the easy riding of the M. M. spring forks and flexible handlebars. The M. M. Company are using the Thor coasterbrake, and, say, she is a dandy.

By GEO. H. NEIDENGARD.

CONTACT BREAKERS FOR TWIN CYLINDERS

I RECENTLY received the "catalog" of an American make of motorcycle, in which the twin-cylinder specification included a contact breaker "specially designed to prevent one cylinder firing against the other." This is a point which has only recently come to the front in the home twin-cylinder usage. It is quite a number of years since I first owned a twin-cylinder motorcycle engine, and I got the most miserable results out of it. I tinkered away at the compression, the carburation, the valve timing, and what not, and although there was no audible misfiring, the power developed was simply contemptible in comparison to the stated capacity of the engine. Finally, in the course of many adjustments, there came a day when the machine flew along like a thing possessed. I could not account for the sudden improvement. Everything was apparently in exactly the same condition as it had been on many previous occasions when the machine would barely stir, and I was about to write the whim of the machine down as one of those things "no feller can understand," when it dawned on me that since the compression and timing and carburation had not been tinkered with since the last failure, the secret must lie in the adjustment of the contact breaker. Next it dawned upon me to run each cylinder separately, by shorting the other with a screwdriver, and so the vital importance of synchronization dawned on me, and I have never been at a loss with twin-cylinder ignition since. I want in these notes first to describe how malsynchronization can ruin the running of the engine, and then to consider various methods of breaking the contact from this point of view.

THE NECESSITY OF PERFECT SYNCHRONIZATION.

My worst illustration is from a big tricar. With this machine in tiptop order, barring ignition adjustment, I have known the second gear of 7½ to 1 be required to take three persons up a very short grade of 1 in 25, and this without there being any misfiring (by "misfiring" in this connection I mean audible misfiring of the dot-and-carry-one or can't-we-bank-and-splutter type; literally, it was misfiring all the time, but the misfiring was of a

smooth and inaudible kind). This being possible, we should all of us, down to the utterest novice, understand the necessity of perfect synchronization, and, further, select a device which will afford the greatest freedom from such annoying lapses of power. There are six standard devices, viz.:

(1) Two plain coils with make and break.
(2) Two trembler coils with wipe.
(3) Two trembler coils with make and break.
(4) Single trembler coil with distributor.
(5) Magneto.
(6) R. O. M. contact breaker.

In considering these various devices we have three points to keep in mind as ideal. One is reliability in the shape of freedom from dirt, wear and derangement; the second is that any slight lapse from perfect condition should affect both cylinders equally, for it is a great deal better to have *both* cylinders 20 per cent. beneath maximum efficiency than to have one cylinder 5 per cent. under maximum efficiency and the other 10 per cent. under; and the third is ease and simplicity of readjustment.

I.—PLAIN COILS WITH MAKE AND BREAK.

The coil will give no trouble, being a plain one. The contact breaker has four platina and two spring blades, any one of which six parts may be separately affected by dirt or wear. This is especially likely if the platina are ordinary platina, and not "indestructible," i. e., of iridium or iridium compound. Further, its adjustment is a matter requiring skill, and scoring four minus marks; we therefore give this device ten bad marks.

II.—TREMBLER COILS WITH WIPE.

On this device we have the four platina on the coil and their two springs. In addition a wipe contact is a difficult thing to make, since the segments have to be mortised into an alien substance (e. g., brass into fibre); these two substances wear unevenly, and particles of metal get carried on to the fibre and give circuit where it is not wanted. I should therefore give this device eight bad marks. It requires no adjustment, and scores on that point for its other shortcomings.

III.—TREMBLER COILS WITH MAKE AND BREAK.

This device includes the six vulnerable points of the last as regards the coils, and further includes four additional platina on the contact breaker and two spring blades. As all of these are very readily subject to derangement, they incur twelve bad marks on my system of judging, and we have yet to consider the question of adjustment. There is no doubt that a most delicate and perfect adjustment is possible with this device. On the other hand, to get it exact is a most skillful operation, and not one that any driver would desire to face on the road; in fact, few owners of it take the trouble in ordinary use. A chauffeur can do it, an owner will do it for a timed hill climb, but it scarcely enters the region of everyday use. And as even an approximately correct adjustment is more difficult to secure than with any other device, we must allot four minus marks on the score of adjustment, and state that, however desirable this ignition may be for racing (I am not sure it is not the absolute best for that purpose), it scores sixteen bad marks for ordinary touring use.

IV.—SINGLE TREMBLER COIL WITH DISTRIBUTOR.

This device is not, so far as I know, employed on any motorcycle.

V.—MAGNETO.

The magneto contact breaker consists of a revolving arm with two recesses in a fibre disc controlling the contact breaking. The same pair of points control both cylinders, and a very wide range in the amount of break does not seriously impair the firing. Thus we are left with no other course of derangement than the wearing of the fibre. I have never yet had a fibre wear unless the rod from timing strap to advance spark lever has been bent out of truth, so I am rather loth to debit this device with any bad marks at all. Similarly, though there are two platina on the contact breaker, the universal experience of motorcyclists is that these platina wear much longer and are less subject to pitting than the platina on any known battery ignition contact breaker. In addition, there is no fear of oil getting on them, as they are not carried on the engine. Contrasting this device with the foregoing, two bad marks are the most we can honestly allot to it.

VI.—THE R. O. M. PATENT CONTACT BREAKER.

In the R. O. M. patent contact breaker, we have a device that endeavors to secure the advantages of the magneto contact breaker for a battery and coil-ignited engine. It is newly on the market, by comparison, and is very highly spoken of. On an examination of it, we find that it is so constructed that the losing of temper by the single blade, or the pitting, oiling, or soiling of the platinum, will affect both cylinders equally, so that synchronization is never affected, though the efficiency of both sparks may gradually be equally reduced by wear. The wearing points, however, are iridium indestructible points and a hardened steel cam, and we know we need not expect wear with these save after prolonged running. Only a very exhaustive practical test can prove whether this is equal to the magneto. It can scarcely be superior, but because of its theoretic excellences—the improbability of wear and the maintaining of accurate synchronization under all conditions—I am inclined to debit it with no more bad marks than the magneto (that is to say, two), and to rank it bracketed first, level with the magneto. Tabularly arranged, the results of my inquiry are as follows:

Contact Breaker.	Marks Debited.
1. {Magneto ..... R. O. M. .....}	2
3. Two trembler coils with wipe.....	8
4. Two plain coils with make and break.....	10
5. Two trembler coils with make and break.....	16

I hope this article will provoke some discussion. It is not theoretical, for I am no theorist—it is merely a string of deductions from prolonged road experience; written from the standpoint of an ordinary, easygoing motorcyclist who desires the best average results with a minimum of trouble and a maximum of regularity.—"IXION," in *London Motor Cycle*.

Motorcycles and Police Duty

SOME figures that show how well the motorcycle is adapted to police duty are given by Chief Knapp of Toledo in his report of police service during the month of June. His motor cops attended to 696 calls, including occasions when were acted upon by the officers during their regular work of patrolling their districts. This accounted for more than 5,000 miles of riding, and the presence of the motor cops on Toledo streets has had a wonderfully soothing effect on automobile drivers who were inoculated with the speed microbe.

Germany's Remarkable Statistics

CONSUL G. N. IFT, Annaberg, Germany, has forwarded the following statistics relative to motorcycles and automobiles in the German empire, showing that over half the entire number of power propelled vehicles in use are motorcycles. On January 1, 1908, there were 36,022 motor vehicles, of which 34,244 were passenger and 1,778 were freight. This is an increase of about 33 per cent. during the year 1907. Of the passenger vehicles 19,573 were motorcycles. These figures are mighty significant.

AN INTREPID MOTORCYCLISTE

IN the June issue of Motorcycle Illustrated there appeared a short item in reference to Mrs. H. G. Smith, wife of the president of the Detroit Motorcycle Club, with the statement that she was probably the only woman motorcyclist between New York and San Francisco. But there are several others. Mrs. F. H. Williams of Minneapolis has ridden a Wagner for over a year now, and has become expert in its management. Then from Buffalo, N. Y., word has been received of two nurses—Misses Wardwell and Wenborne—from a Schenectady hospital, who passed through that city recently on a trip from their home town en route to Kansas City. They were muddy and somewhat worn, but had made the run from Lyons to Buffalo, 113 miles, in one day.

Mrs. Smith, the Detroit rider, has accompanied the Detroit Motorcycle Club on several runs this spring. She also covered the seventy-nine miles from Detroit to Flint, Mich., in one day. Forty miles of this route is said to be over the worst roads in the state of Michigan. Mrs. Smith went through without a mishap, stayed with friends at Flint, and returned two days later over a different route. She rides an M. M., and as she weighs only 130 pounds herself, she can travel just about as fast as any member of the club. From other parts of the country we have had information of the constant use of motorcycles by lady riders, and it is pleasing to know that the softer sex are taking up this sport. They are sure to give it an impetus that would otherwise be lacking.

MRS. H. G. SMITH, DETROIT MOTORCYCLE CLUB, ON HER M. M. SPECIAL.

CONSUL JOHN C. CALDWELL reports from San Jose, under date of June 12th, that, according to a decree promulgated by the Costa Rican government on that day, the duty on motorcycles, bicycles with motors and automobiles has been fixed at .05 colon (colon, $0.4651) per kilogram (2.2 pounds). To the above duty should be added wharfage dues of .015 colon per kilogram and a sur tax of 2 per cent. of the duty proper for the consular service.

INVADING NEW ENGLAND—II

A THOUSAND-MILE TOUR, from New York, Far, Far, to Bretton Woods, Then Into Maine, After Which, Along the Shore to Boston. Next Comes Springfield, Hartford, Waterbury, a Brief Dip Into York State and So Home. Roads Mostly Good. Busy Towns; Long, Silent Stretches Between the Hills, Deep Reaches Into Fertile Valleys, Beach Resorts a-Plenty and Good Hotels Everywhere.

PART ONE IN JULY 1st ISSUE

SUNAPEE LAKE TO BRETTON WOODS, N. H., VIA FRANCONIA NOTCH, 90.3 MILES. Good gravel roads to Plymouth sandy beyond.

SOO-NIPI LAKE. Leaving hotel go southeast (along same road used in arriving) to cross roads at 4 miles; straight ahead to fork at 2.9. Take left and just beyond turn right. Direct through Crockett's Corners (3.9). Pass along shore of Pleasant Lake. Immediately after crossing bridge over mill pond at Elkins (5.6) turn right and follow main road direct through

WILMOT FLAT, 7.2 MILES. Pass through cross roads at (big white church on right) and continue direct to

GILKEYVILLE, 9.4 MILES. (Cross roads.) Turn left (white house and barn on corner. Just beyond pass through covered bridge and immediately turn right along creek. At end of road again turn right through another covered bridge. Cross railroad at

WEST ANDOVER, 10.7 MILES. Take left fork and follow railroad. At fork (11.2) keep right and at next fork take left with railroad direct through

SOUTH DANBURY, 13.2 MILES. Cross railroad and shortly pass under same. Keep with railroad, crossing it into

DANBURY, 16.4 MILES. Turn sharp right past white church 1/4 miles beyond cross bridge over river at old saw mill. Turn at once left and follow river, keeping left at forks. At 19.7 turn right across bridge and keep left with river. At 24.5 take left fork. Road sandy to

BRISTOL, 25.8 MILES. Do *not* go into the centre of the village but at the edge of the town turn sharp left around white house. Direct on main road (gasoline and oil at blacksmith's shop on right) (owing to one steep pitch in Franconia Notch it would be well to have plenty of gasoline). Pass through covered bridge and follow macadam to New Found Lake. Keep main road along east side of lake direct to fork at 37.8, where take right down steep hill to

PLYMOUTH, 42.4 MILES. At foot of hill just before railroad turn left and go north on main street. Cross railroad and pass through covered bridge. Keep on west side of Pemigewassett River. Two miles of macadam and then quite sandy to

WEST CAMPTON, 48.9 MILES. Straight ahead. Cross railroad at 52.2 and 52.3 and again at 53.4 (dangerous), and 54.4 direct into

WEST THORNTON, 54.6 MILES. Just before railroad crossing at 55.3 take right fork direct through

WOODSTOCK, 58.7, and

NORTH WOODSTOCK, 62.3 MILES. Cross railroad at 64.3. At 66 note profile of Indian Head on mountain to left. Pass

PLUME HOUSE, 67 MILES. Side trip on foot one mile to the Plume. Direct up through Franconia Notch. Note "Old Man of the Mountain" (on left across Profile Lake near Profile House).

PROFILE HOUSE, 71.9.

TWIN MOUNTAIN HOUSE, 84.6 MILES. (To avoid this short but steep hill, turn left at foot, and at schoolhouse just beyond turn sharp right up easy grade to hotel.) In front of hotel turn right. Cross railroad again and keep left at fork just beyond. Follow Ammonoosuc River, keeping with the railroad, crossing it several times during the next few miles. (Dangerous crossings.) More teams and motor cars are met in these few miles than anywhere else in the mountains. Pass Fabyan House (89) to

BRETTON WOODS, 89.7 MILES.

SIXTH SECTION,

BRETTON WOODS, N. H., TO POLAND SPRINGS, ME.

BRETTON WOODS, N. H., TO POLAND SPRINGS, ME., 82.2 MILES. Good gravel and dirt road nearly all the way with mostly down grades, some macadam near North Conway and some sand beyond Naples.

BRETTON WOODS. From the Mount Washington continue direct to Mount Pleasant House; turn left on main road (good gravel) passing Crawford House (3.9) and through the "Gate of the Notch" down winding and steep grades through Crawford Notch (Mount Webster on left and Mount Wiley on right). Cross railroad at Bemis (12.5). Cross railroad again at 13.5 and 14.6. Cross bridge over Saco River at 14.8. Cross R. R. at 15.3 and 18.3 into

BARTLETT, 18.6 MILES. Straight ahead. Cross railroad at 20.5. At 22.8 take left fork across railroad and 1/4 mile beyond pass through covered bridge. Cross railroad at 24. Cross another covered bridge into

GLEN STATION, 24.7 MILES. Straight ahead on main road, cross bridge at

LOWER BARTLETT, 26.7. MILES. Macadam to North Conway. Cross railroad into

INTERVALE, 28.7 MILES. Direct, crossing railroad again into

NORTH CONWAY, 30.6 MILES. Straight through town to fork at 33.2. Take left. Pass through

RED STONE, 33.8 MILES. At fork (34.7), tall stone signpost, take left crossing over railroad just beyond. Keep main road to

EAST CONWAY, N. H., 39.8 MILES. At drinking fountain turn right; cross covered bridge over Saco River to end of street. Turn left into main street of

FRYEBURG, ME., 41.2 MILES. Straight ahead to edge of town where turn right (41.6), sign boards. Pass cemetery on right. At fork just beyond (stone signpost), take left past "Jockey Cap," large rock on left. At 44.3 pass through covered bridge. Direct through

EAST FRYEBURG, 47.1 MILES. At 50.9 cross long bridge over Moose Pond. At 52.4 pass yellow schoolhouse on left to end of road at 54.4, turn direct to

BRIDGTON, 56.2 MILES. Turn left down hill. Half way down grade take right fork through village to drinking fountain. At 56.9 turn right past red frame factory building and cross bridge. At 58.5 take left fork (straight ahead). Again take left fork at 60.8 to

NAPLES, 65.3. Bear left across bridge over stream connecting Long Lake (on left) with Brandy Pond (on right). Pass "Bay of Naples Inn" on left. At 66.8 turn left (sign). At 67.5 turn right (sign). Pass straight through

COOK'S MILL, 68.6 MILES. Sandy road. At 70.1 jog left and right. Pass through cross roads at 70.8. At 71.6 take right fork up hill with bad curve. Down steep grade and straight through

WEBB'S MILL, 73.2 MILES. At foot of grade just out of village take left fork. At 74.6 take right fork. Just be-

yond is Welch Hill (steep upgrade, slippery in wet weather). Direct to Cross Roads, 77.3 miles. Many signs. Tripp Pond in sight just ahead. (From this point, owing to two steep hills on the direct route it is advisable for low-powered machines to follow route given below as an alternative, 1½ miles longer.)

Turn right at cross roads. At fork (77.5), part way up grade, take left; stiff climb just ahead. At 78.3 turn right up steep pitch. Pass Summit Springs House (on right) and direct to end of road (Middle Pond just ahead with fine view of the Poland Spring House on the other side). Turn left and skirt pond direct to

POLAND SPRINGS, 84.2 MILES.

Alternative.—From cross roads keep straight ahead along edge of Tripp Pond, past cottages on left. At pine grove turn right (79). At 79.7 pass road on right in woods. At 80.1 take right fork direct over sandy road through

POLAND CORNER, 81 MILES. Fine road just ahead. At 82.7 take left fork to end of road (82.9) on edge of Middle Pond. Turn direct to

POLAND SPRING, 84.2 MILES.

SEVENTH SECTION,

POLAND SPRINGS, ME., TO NEWCASTLE (PORTSMOUTH, N. H.)

POLAND SPRINGS, ME., TO NEWCASTLE (PORTSMOUTH, N. H.), 81.1 MILES. Good gravel roads; through rolling country. No steep hills to Portland. Some sandy stretches and some rough, stony places, but generally good travel road from Portland to Portsmouth.

POLAND SPRINGS HOUSE. Through hotel grounds to Mansion House. Turn left around hotel and keep direct road to

SABBATH DAY LAKE, 4 MILES. Keep left. At fork (4.4) keep right, direct through

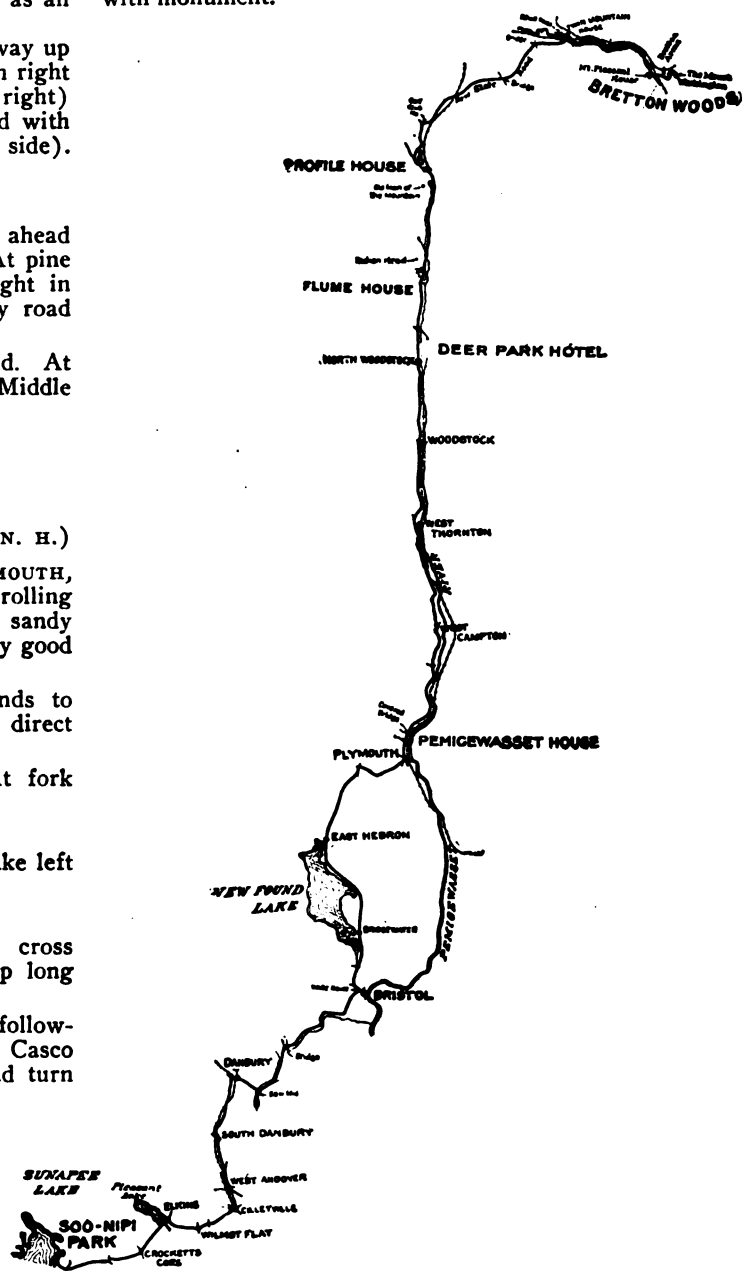
DRY MILLS, 7.6 MILES. to

GRAY, 10 MILES. Turn right and immediately take left fork through

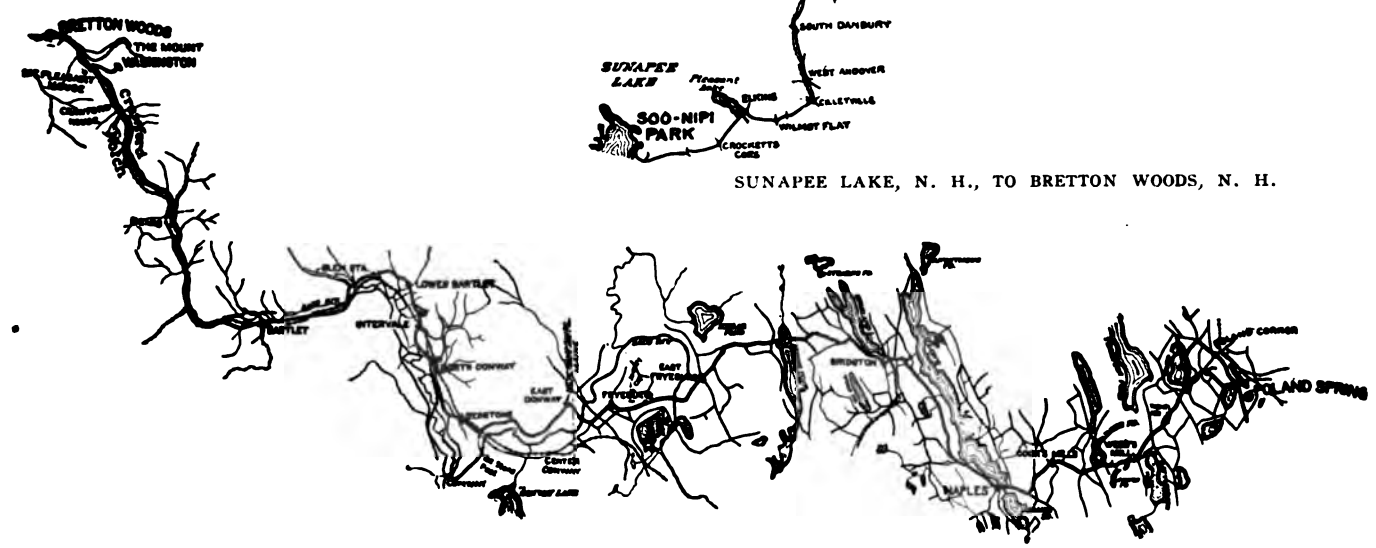
WEST CUMBERLAND, 15 MILES, and

WEST FALMOUTH, 19.3 MILES. Pass through cross roads. At 20.4 cross railroad and iron bridge, up long but not steep hill to

NORTH DEERING, 22.3 MILES. Straight ahead, following trolley across Turkey's Bridge over arm of Casco Bay, and across bridge over railroad. Just beyond turn sharp left up grade into "Promenade." Fine view of Casco Bay and Portland Harbor. Follow around park drive, down (cobblestone) hill to railroad station. Turn right to Congress street. Turn left past City Hall to park with monument.



SUNAPEE LAKE, N. H., TO BRETTON WOODS, N. H.



BRETTON WOODS, N. H., TO POLAND SPRINGS, ME.

A

At 39.9 pass under rail-

Straight through town across bridge and another bridge into

Follow trolley to fork. Keep

three blocks to City Hall (brick

Turn left with trolley up slight

with car tracks to right of monument. At

turns left. Keep straight ahead (Graham

striking trolley again. Bear right to fork

fountain (43.1). Leave trolley and take left

cemetery. At 45.3 pass under railroad and just be-

right fork through woods (bad, rutty road). Di-

KENNEBUNK, 50.2 MILES. At small park bearing right

follow trolley through main street. Cross bridge over

River. Keep with car tracks passing under rail-

road (52.3) direct through

ELM, 54.5 MILES,

WELLS, 56.5 MILES,

NORTH OGUNQUIT, 60 MILES. Leave trolley and take

right fork (road stony) to

CAPE NEDDICK, 63.8 MILES. Take right fork at store.

first left beyond (64) up grade. Cross trolley and

right to

YORK BEACH, 65.5 MILES. Where trolley bears left turn

right. At railroad turn left past station. Turn first left

again. At end of road turn right. Follow trolley past

beach through

YORK HARBOR, 68.5 MILES,

YORK VILLAGE, 69 MILES,

YORK CORNERS, ME., 69.8 MILES. At monument bear

left with car tracks. At end of long bridge trolley leaves

road. Follow macadam (rough and worn in places).

fork (70.6) keep right (Kittery) across toll bridge (15

over Piscataqua River into

PORTSMOUTH, N. H., 77.8 MILES. From triangular

follow trolley for three blocks, turn left with one

of trolley. Where trolley again branches turn left

with car tracks out Sagamore avenue across long

Turn first left beyond bridge direct to

NEWCASTLE, 81.1 MILES.

EIGHTH SECTION,

NEWCASTLE (PORTSMOUTH, N. H.), TO BOSTON, MASS.

(Newcastle) Portsmouth) N. H., to BOSTON, MASS.,

Macadam most of the way.

Leaving Hotel Wentworth follow same road used on

to trolley line (1.2). Turn left and follow trolley

through

Cross Creek, 4.5 Miles.

Rye, 7 Miles. The road shortly bears left away from

and follows along ocean front through

Rye Beach, 8 Miles. On striking trolley again follow

(9.3 Miles. Hampton Beach just ahead.)

trolley and immediately turn sharp right on "Winni-

road (sign) following another branch of trolley to

Hampton, 13.4 Miles. Turn left at signboards, and

with car tracks through

Hampton Falls, 15.3 Miles.

Where trolley forks keep left

car tracks up grade. At

under railroad.

SALISBURY, N. H., 20.5 MILES. At forks of trolley (just beyond drinking fountain) keep left with car tracks on fine macadam across meadows. Cross bridge over Merrimack River and keep straight ahead past railroad station to end of the street. Turn left (High street) past park.

NEWBURYPORT, MASS., 23 MILES. Direct on High street with trolleys. Fine macadam through Newbury Old Town, where leave trolley and keep on macadam across the bridge over Parker River (26.8) direct through

BURKE'S CORNER, 29.7 MILES,

ROWLEY, 30.6 MILES. Follow trolley winding through

IPSWICH, 34 MILES. Fine new macadam out of town. At 34.8, where trolley takes left fork, cross tracks and take right fork. At fork (37) keep right through

HAMILTON, 38.3 MILES. Keep right. Cross railroad at

WENDHAM STATION, 39.5 MILES. Pick up and follow

POLAND SPRING, ME., TO PORTSMOUTH, ME.

trolley past Wendham Lake, past North Beverly Station, crossing railroad twice. Just beyond the last crossing turn right with one line of car tracks through Rantoul street.

BEVERLY, 43.7 MILES. Direct across bridge over Beverly Harbor into Bridge street. Where Bridge street bears right turn left to large stone in park at

SALEM, 46.7 MILES. Turn right along park. One block beyond park turn lett on St. Peter street, one block to right turn into Essex street. Turn first left beyond into Lafayette street. Follow trolley to fork at State Normal School. Take right fork (Loring avenue). A short distance beyond bridge across small stream, where trolleys fork, take right, cross railroad at Philips Beach Station, bearing right through Swampscott into Ocean avenue. Turn right up Nahant street three blocks to Broad street and left two blocks to Washington square. Bear right into Exchange street through Central square into Central avenue to Monument at Commons.

PORTSMOUTH, ME., TO BOSTON, MASS.

LYNN. Follow north side of Commons around its west end and one-half block back along its south side. Turn first right into Commercial street, direct across railroad and right into Revere Beach boulevard. Follow boulevard along beach front. Between the hours of 11 a. m. and 11 p. m. continue direct to Condit's dancing pavilion where bear right into Fellsway. Any other hours turn right at 56.1 and take left with trolley on street back of amusement resorts (rough cobblestones) direct into Fellsway (57.4). Follow this fine parkway across meadows. At "T" turn left across bridge over Mystic River to end of boulevard at park in Somerville. Turn left on Broadway. Two blocks beyond turn right into Cross street. Cross railroad and turn left into Medford avenue. Turn right on Washington street (wide street). At Union square turn sharp left into Webster street. Just beyond railroad crossing bear right in Prospect street. Direct to left turn into Massachusetts avenue, across Harvard Bridge over Charles River. Three blocks beyond turn left to Commonwealth avenue.

BOSTON, 68.6 MILES.

NINTH SECTION,

BOSTON TO SPRINGFIELD, MASS.

BOSTON TO SPRINGFIELD, 96.1 MILES. Macadam all the way except a few miles near Palmer. Follow signs erected by the Automobile Club of America as far as Springfield.

BOSTON. West on Boylston street, turn right into Arlington street (at end of Public Gardens), then left into Commonwealth avenue, and bear left into Commonwealth Avenue Extension, following double trolley tracks to Norumbega Park; cross bridge at Charles River; take second turn to right into Newton street; two miles beyond bear left into School street to

WESTON, 15 MILES. At stone church turn left on Central avenue; two miles beyond bear right to Boston road through

WAYLAND, 18.5 MILES. Direct to

SOUTH SUDBURY, 21.5 MILES. Passing Wayside Inn, to

MARLBORO, 28 MILES. (Speed ordinance, caution.) At Middlesex square turn left into Main street. One-fourth mile beyond at fountain turn right and at monument, one-half mile beyond, take left fork. Two-thirds mile beyond turn right and continue three and one-quarter miles, where take left fork for one mile to

NORTHBORO, 34 MILES. Cross N. Y., N. H. & H. R. R. tracks and two blocks beyond at Northboro Hotel take left fork to

SHREWSBURY, 38.6 MILES. Take left fork four miles to outskirts of Worcester, where take left fork passing Quinsigamond Lake and direct up hill into

WORCESTER, 44.1 MILES. Straight ahead past railroad station cross tracks and direct to City Hall (corner of Main and Front streets). Turn left and two blocks beyond keep right. Two miles beyond take right fork and one-quarter mile beyond again take right fork direct to

LEICESTER, 50.3 MILES. Direct up steep hill to

SPENCER, 55.2 MILES. Follow trolley through

EAST BROOKFIELD, 58.4 MILES. Direct to

BROOKFIELD, 61.4 MILES. Bear left along railroad and one-quarter mile beyond at white church turn right. One block beyond turn left and direct to

WEST BROOKFIELD, 64.9 MILES. (Speed ordinance.) Leaving town take left fork and one and one-half miles beyond at end of Lake Wickaboag take left fork to

WARREN, 68.3 MILES. One-quarter mile after leaving Warren take right fork and just before coming into

WEST WARREN, 70.5 MILES. Take left fork and keep straight ahead with railroad over sandy road, striking macadam again a couple of miles before entering

PALMER, 79.7 MILES. Continue along Park street to end of street, where turn left and continue a short distance to

Main street (Burns' Hotel). Here turn right and one mile further on take left fork to

NORTH WILBRAHAM, 85.1 MILES. Continue straight ahead for ten miles, entering on State street into

SPRINGFIELD, 96.1 MILES. (Speed ordinance, caution.)

TENTH SECTION,

SPRINGFIELD, MASS., TO WATERBURY, CONN.

SPRINGFIELD TO WATERBURY, 61.6 MILES, is mostly macadam, with some good dirt road. No considerable hills, except down grades. Turn left on Main street, with trolleys to fork. Leave car tracks and take right fork, direct on macadam through

LONGMEADOW, MASS., 5.8 MILES. (Speed ordinance, caution.) Straight ahead past

THOMPSONVILLE, CONN., 9.2 MILES. (Over to right.) Through Enfield. Follow trolley turning right past Warehouse Point Station to

WAREHOUSE POINT, 14 MILES. Where trolley turns right toward bridge across river, keep straight ahead over fine macadam. Direct road (some dirt and sandy spots), then more fine macadam direct into

EAST HARTFORD. Cross railroad. At white church turn right with car tracks, direct over bridge across Connecticut River. At end of street turn left on Main street. Three blocks beyond turn right into Asylum street to

HARTFORD, 25.9 MILES. Direct on Asylum street under railroad arch. At fork beyond keep left direct on macadam to

WEST HARTFORD, 29.4 MILES. Turn left and two miles further turn right. Three-quarters mile beyond take left fork direct to

NEW BRITAIN, 36.7 MILES. Entering city take right fork (Hartford avenue). At end of street turn right into East Main street. Turn left on Main street. Cross railroad and take first right (West Main street). Where trolleys turn left keep straight ahead over railroad and direct on macadam, crossing railroad into

PLAINVILLE, 37.3 MILES. At drinking fountain keep right across railroad and follow trolley to

FORESTVILLE, 41.2 MILES. Straight ahead across railroad and shortly pass under railroad, keeping right with same and trolley direct into

BRISTOL, 45.1 MILES. At fountain (end of street) turn left and immediately right with trolley, following same. Some dirt road, then more macadam. Pass under railroad and keep with troley through

TERRYVILLE, 49 MILES. At end of trolley keep straight ahead up hill. Dirt road with some up and down grades direct to

PLYMOUTH, 51.2 MILES. Straight through town and down very steep long hill (look to your brakes), crossing railroad at foot. Across bridge over Naugatuck River past clock factory into

THOMASTON, 52.2 MILES. At park turn left and follow trolley out of town. Two miles out turn left (away from trolley) across Reynolds' Bridge over Naugatuck River and across railroad, then right. Direct down the valley through

WATERVILLE, 58.7 MILES. Where car tracks bear left keep right to large factory building (on right). Turn left under railroad to end of road. Turn left (Johnson street) two blocks. Turn right on North Willow street two blocks, then left on West Main street two blocks. Turn left direct to center square (the Green).

WATERBURY, 61.6 MILES.

ELEVENTH SECTION,

WATERBURY TO NEW YORK.

WATERBURY TO NEW YORK, VIA DANBURY AND STATE ROAD, 101.6 MILES. About 35 miles of good dirt road with a few sandy spots; the rest, 67 miles, macadam.

WATERBURY. Go past "the Green" out West Main street under railroad and across bridge over Naugatuck River. Turn immediately right and follow trolley direct through

OAKVILLE, 3½ MILES, to

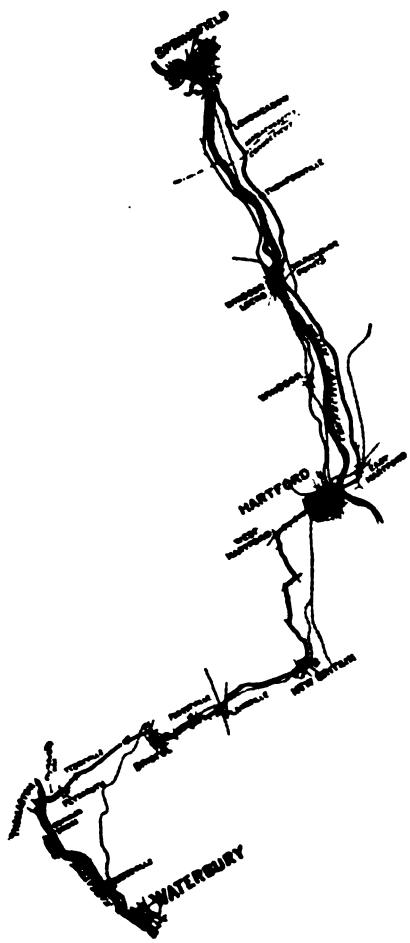
WATERTOWN, 5 MILES. At fork in center of village turn left up hill past Liberty. Just beyond pass through four corners and take next right in front of private school (large white building). Caution. Disregard "Woodbury" sign in left fork in front of school. Keep straight ahead from school to fork. Take left (sign, "Woodbury 6 miles") to "T." Turn left to fork just beyond, where take right with wires. Turn right over wooden bridge, direct through

MINORTOWN, 11 MILES. At fork bear right. At next fork (13 miles) keep left across iron bridge through North Woodbury (13.5 miles) to

WOODBURY, 14.3 MILES. Straight ahead past Soldiers' Monument. At fork keep left to

SOUTHBURY, 16.5 MILES. A short cut, but more hilly road, leads from Waterbury through Middlebury (5 miles); Strongtown (8 miles), and Southford (10½ miles) to Southbury (13½ miles). Straight ahead over small bridge to fork. Take right and follow wires and "Newtown" signs. Pass under railroad, Bennets Bridge.

BOSTON, MASS., TO SPRINGFIELD, MASS.



SPRINGFIELD, MASS., TO WATERBURY, CONN.

Turn right along bank of Housatonic River, under railroad; turn left across iron bridge over river. Direct to

SANDY HOOK, 22.4 MILES. Turn right at brick store, cross railroad at station, past Fair Grounds, to iron fountain just beyond.

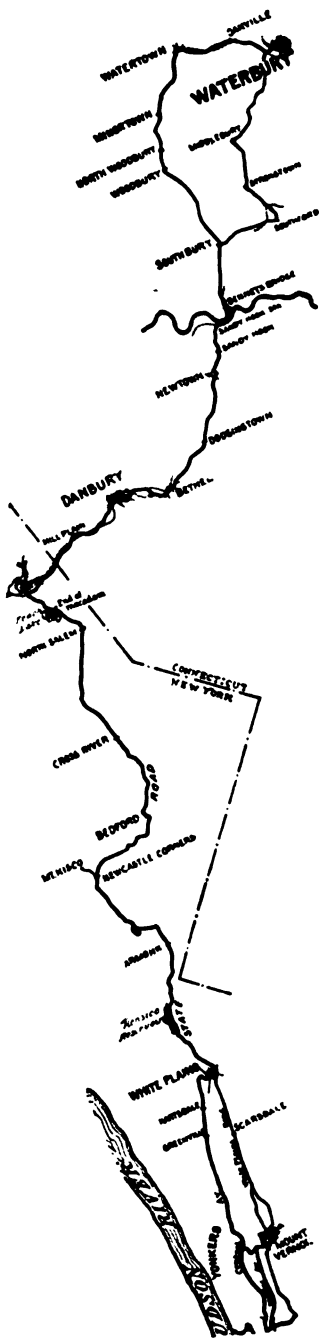
NEWTOWN, 23.6 MILES. Turn left at iron fountain and take next right, direct through four corners (with many signboards). Follow wires. At fork in woods turn right to "T." Turn right through

DODGINGTON, 27.7 MILES, direct to trolley. Follow same through Bethel (30.3 miles,) cross railroad and follow trolley into South Main street to

DANBURY, 33.8 MILES. At City Hall turn left, following trolley out West street. At small park, where trolley turns left, keep right fork. Go under railroad past Fair Grounds, again crossing railroad (at grade). At fork in front of cemetery keep right. Another grade crossing at

MILL PLAIN, CONN., 38.3 MILES. At four corners turn left over another grade crossing at station. At fork just beyond keep right along railroad. At big Elton Hotel sign at Sodom Reservoir turn left (42.1 miles), up hill and pass east of Peach Lake (state highway begins at Westchester County line and continues all the way to New York) to

NORTH SALEM, 46.5 MILES (*at hotel*). 47.1 miles, bear left across bridge; 47.9 miles, pass pass through cross roads; 52.5 miles, turn right with macadam to



WATERBURY, CONN., TO NEW YORK CITY.

CROSS RIVER, 53.2 MILES. 54.3 miles, caution for sharp curves; 55 miles, caution for sharp curves; 55.4 miles, look out for "S" curve; 58.2 miles, turn left with macadam to

BEDFORD, 58.4 MILES. Turn right at park. 61 miles, caution for sharp left curve; 61.7 miles, long hill; 63.6 miles, Newcastle Corners. (Speed limits.) Turn left. 64.2 miles, take left fork; 64.9 miles, caution for bad right curves; 68.4 miles, caution for sharp right curves to

ARMONK, 69.4 MILES. 71 miles, turn left over small bridge and just beyond turn right; 72.8 miles, look out for sharp right and left curves at head of Kensico Reservoir; 74.4 miles, keep left at foot of Kensico Reservoir, straight ahead into North Broadway.

WHITE PLAINS, 77.3 MILES. At stone fountain and Soldiers' Monument in park turn right into Railroad avenue and follow trolley. 77.9 miles, cross railroad at grade and turn right; 78.3 miles, at stone fountain turn left into Central avenue which follow through

HARTSDALE, 79.9 MILES, and

GREENVILLE, 81.4 MILES, to Empire City Track, 87.7 miles. Cross Yonkers avenue and continue straight ahead on Jerome avenue and across Central Bridge and right up viaduct on 155th street to left turn into

BROADWAY, 96.3 MILES. Follow Broadway to

COLUMBUS CIRCLE,

NEW YORK CITY, 101.6 MILES.*

An Up-To-Date John Gilpin

McCARTHY was a citizen of credit and renown; a 'phone collector eke was he in far Great Barrington. McCarthy's boss spoke up and said: "The time is drawing near, while you collect these bills just use this motorcycle here."

In climbing on the saddle McCarthy was not slow; his boss, before he made the start, told how to make it go. Full speed he chugged adown the street, astraddle on the top, but gasped for breath when he found out he couldn't make it stop.

He'd waved his hand a fond farewell upon the cycle freak; just then she took a sudden spurt and scooted like a streak. "So fair and softly, pray," he cried; but Charley cried in vain; the cycle, humping over jolts, just filled his soul with pain.

So stooping down, as needs he must who cannot sit upright, he grasped the handlebars with care, and eke with all his might. The cycle didn't care a bit, but with a sizzling roar, its engine seemed to palpitate, then palpitate some more.

Away went Charley, neck or nought; away went bills and book; McCarthy simply clung like death, and as he clung he shook. The wind did blow, the dust did fly like fog banks long and gray, when Charley's hat seemed to get scared and promptly flew away.

Six miles to Sheffield on he flew, and shouted: "Stop me! Hey!" But ere they understood he'd sped a couple miles away. Then three miles more to Ashley Falls he sped through vale and hill. "Great Scott, I'm going some!" he cried, "and guess I always will."

His fame soon spread behind him through every farmyard place, until the yaps who saw him cried: "By heck, he'll win the race." And now, as he went bowling down, his reeking head full low, the cows and hens beside the road looked on and shouted, "Go!"

All through the dusty highways he had full speed to burn, but nowhere could he find a place quite wide enough to turn. "Ye gods and little fishes," he cried with lack of mirth, "I cannot turn the thing around, must I ride round the earth?"

No answer to his query came, but, as he bounced along, he pushed a thousand levers, and every one was wrong. He hit a million hummocks, and every now and then he'd maim a portly porker or decapitate a hen.

Across the state line then he went, and still he speeded on until he scared the natives in the burg of Canaan, Conn. "Hey, stop her, stop her, stop her!" yelled careful Sheriff Wood. Poor Charley gasped and then he cried, "I wish to God I could!"

At last McCarthy saw ahead, and through the sunset glare, a sight that cheered him up a bit—it was the village square. "I'll turn the thing right here," he groaned; "indeed I must, I must; I'll turn the cussed thing around or else I'll make it bust!"

And round and round and round he went, looping the

* Credit for maps and routes is due to "The Ideal Tour," by Almon C. Judd, Waterbury, Conn.

village square, and all the Canaanites could see was Charley's streaming hair. At last he got the front wheel turned, the steering gear well stowed, and then he sped right back again along the selfsame road.

"Look out, look out!" the natives cried; the poor hens squawked: "Alack, the rest of us will lose our heads, for he is coming back." And they were right, for back he sped o'er selfsame hill and vale, and everyone could see him, perspiring, grim and pale.

Through Canaan town and three miles more to Ashley Falls again, McCarthy's motorcycle chugged—he still was full of pain. And still another three long miles to Sheffield town he sped. "I'm sure I'll ride like this," he groaned, "long after I am dead."

And still he sped for three miles more, the rider of renown, until again he chug-chugged through the quaint old Sheffield town. And on and on he went adown the dusty pike, while far around the country went the odor of the bike.

For twice three miles he sped along, the gloaming 'gan to gloam, and then he hit Great Barrington, Great Barrington his home. "Have you collected everything?" he heard his good boss yell. Alas, dear reader, his reply, with this line rhymes quite well.

Right past his own dear home he went, or rather seemed to fly. "Oh, stop, we're tired," his people yelled—cried Charley, "So am I." And on he went beyond the burg, the burg that gave him birth. It looked as though this time the lad would ride clear round the earth.

Five miles he went at lightning speed, five miles beyond his house. It seemed to him his cycle ne'er would stop its wild carouse. But still he clung like grim, grim death, nor stopped at home to sup, when all at once the motor just shuddered and blew up.

Away went Charley and away went motorcycle, too. Up in the air flew cogwheels, and Charley also flew. Then down he came with sickening thud, but up he promptly hopped, nor cared a whit for bruises, so thankful he had stopped.

The miles he rode were twenty-nine—no one could count his fears; the time he rode, to let him tell, was fifteen million years. Now let us sing: "Long live the bike, and, Charley, long live he, and when he next doth ride abroad may I be there to see." LEWIS ALLEN.

HIGH JINKS AT SPRINGFIELD, MASS.

FROM Springfield, Mass., the following account of the "doings" of the City of Homes Motorcycle Club of that lively town and its members has been received. Sec. Clarence D. Hobart and a handful of members are all that are left in the city during these "dog-days," still the proverbial good time of a motorcycling crowd of fellows seems to be their share, and things are not so slow as one might think.

A great many of the members are away on their vacations, and, strange (?) to tell, they all go on their little two-wheelers. Our president, "Buck," has shipped his wife and two kiddies off to his cottage on the seashore, via steam cars, while he smilingly mounts his motor and enjoys every moment of his trip back and forth just as he has done for the last five years. Our treasurer, Hartwell, goes to Boston to visit his girl, who is spending her vacation in the "Hub." (Hope they won't blow in all the club money!) Our captain, Tebo (may he live forever), has just returned from a trip around eastern Massachusetts and Rhode Island; reports the time of his life, without a skip and only one puncture. Our photographer, Clark, has taken his "snap shooter," and three of the club boys up on the wild coast of Maine, so now, instead of taking pictures of the members on club runs he is "kodaking" all the pretty waitresses about the place; that is, of course, when wifey isn't looking, for he, too, must needs send her up by boat and train. Others are running off Saturdays to spend the week-ends with friends up in the Berkshires or down on the Connecticut coast.

Yet, notwithstanding the allurements of vacation time, when at 7 p. m., on the 3d of July, a midnight run was proposed to Westfield to see the big bonfire there at Park Square, it didn't take long to enthuse the fellows who were hanging around waiting for something to turn up. At 9.30 fourteen red-hot celebrators of our national holiday were off with a yell, going slowly and quietly through Main street (for we have cops here and the boys are waking up to the open muffler nuisance), gaining in speed and noise as we crossed the old Connecticut River, we swept through the edge of West Springfield and out onto the State road through Tatham and then on to Westfield without a mishap, eleven miles from home. It was just about 11 o'clock when we got there, and as soon as our machines were stored safely in a stable, we added our little say-so to the noise and racket around the square. Talk about the inferno, it can't beat that little town of Westfield on the night before the Fourth. I for one am going to reform immediately. Someone said, "Get a horn." We got, not one, but fourteen of those big, ear-splitting, nerve-racking blowers. That was all right for a time, but it soon got tame. "Bushey" tried to kidnap the fattest girl in town and came near succeeding, for she spotted his professional "shovers" badge (which he wears conspicuously) and thought he had an auto somewhere about the place, and, of course, she wanted a ride. But, sad to relate, when she found that he rode a two-wheeler, she threw him down hard—"wouldn't have nothin' to do with none of them stingly motorcycle fellers." We found his remains down the street a-ways, and after bringing him around got him to feeling nearly normal again. By this time some of the lads were "supernormal," and we "whooped 'er up" till the midnight fire was blazing and then "whooped 'er" up some more. Before the fire had started to burn out we headed for home, each and every rider getting back to "Spotless Town" without trouble of any kind, and all declaring it was one bully good time. There were four different makes of machines in the bunch, and no "tail-enders" were developed.

At the last meeting of the club it was voted to hold a clam bake August 16th. A committee was appointed to look up a quiet spot some little distance from the city, on goods roads, where a run can be made on the machines. They have found "the spot"—a grove by the Cosby Hotel, up among the mountains in Woronco, Mass., fifteen miles from the club rooms. Arrangements for the bake will be made by the committee as soon as possible.

A. G. Schmidt and a friend, of Pittsburg, Pa., were the guests of the City of Homes Motorcycle Club on July 6th. Mr. Schmidt was the winner of the one-hour open handicap race in his native city on June 6th. If Pittsburg motorcyclists are all like him we would like to see more of them.

CLARENCE D. HOBART,
Sec. City of Homes Motorcycle Club.

SO successful was the service rendered by twenty members of the German Motorcycle Association, who took part in German military maneuvers last year, that a greater number has been requisitioned for the autumn maneuvers soon to take place. The call issued by the War Office recently requires no less than one hundred motorcycle riders.

20,000 PEOPLE SEE ST. PAUL RACES

A BREAK into the racing field was made by the St. Paul motorcyclists at the automobile meet held in that city at the Hamlin track on July 15th. Two races were run off, and the Indians carried off the honors. More genuine excitement and enthusiasm was aroused by the big 20,000 audience which filled the grand stand by these races than by any of the automobile events. After the second mile, in the long distance event, the spectators stood on the chairs and cheered the riders continuously. In the five-mile handicap race Van Sickle almost overcame the three-quarters of a mile he had to give the winner and lost by only a length.

While the races were very exciting and provided a good afternoon's sport, the St. Paul boys were somewhat disappointed. It was planned originally to have the races confined to entries from club members only, and the arrival of the racing Indians rather disheartened the local riders. Van Sickle, on one of the 7-h. twins, after taking second place in both the five and ten-mile events, rode an exhibition mile in 1.01. Summaries:

Event No. 1—Five-mile handicap. Limited to machines under 30 cubic inches piston displacement. O. Gudenschwager, first, Indian; C. W. Van Sickle, second, Indian. Time, 6.09.

Event No. 2—Ten miles. F. S. Haas, first, Indian: C. W. Van Sickle, second, Indian; O. Gudenschwager, third, Indian. Time, 11.22 2-5.

Exhibition—One mile. By C. W. Van Sickle, 7-h. twin Indian. Time, 1.01.

LINE UP AT THE HAMLIN TRACK.

ON August 15th and 16th the Milwaukee Motorcycle Club has planned a two-day endurance contest that will be open to all comers. There are four classes—private owners riding single-cylinder and private owners mounted on multi-cylinder machines, amateurs connected with the trade on singles and the same class riding multi-cylinder machines. F. A. M. rules govern the contest and the schedule has been made out to comply with local speed regulations.

On the first day of the contest the route takes in Whitewater, Janesville and Munroe, with controls at these points. On the second day Madison, Waukesha and Milwaukee will be the controls. Checking stations will be established also at points along the course. The night stop will be made at Munroe, where the machines will be turned over to officials and left in their care until the riders check out in the morning. No repairs or adjustments of any kind will be allowed at the controls after the machines have been checked in.

Several hills have been selected, and contestants are required to make the ascent without pedal assistance. Western manufacturers have given their heartiest support to the club, and a large list of entries has been promised.

RACING

UNDER the joint auspices of the San Francisco Motorcycle Club and the tradesmen of that city, an excellent racing programme was carried out on July 4th and 5th on the Tanforan track. The feature of the meet was the riding of W. G. Collins of San Francisco, who won six firsts and three second places out of the nine races in which he was entered. He won the state five-mile championship and the F. A. M. national two-mile championship. The fastest time of the meet was made by Collins in this last race, in 1.00 1-5. Ben Breese of Fresno gave a two-mile exhibition ride, covering the distance in 2.01 1-5, the fastest time ever made on a California track.

On the second day of the meet the most exciting race was the ten-mile handicap, which was won by Lorenson, with 35 seconds handicap, over Collins, the scratch man, who was beaten by only 12 seconds. On this day Collins won the ten-mile Australian pursuit race in three miles. In the second pursuit Fred Ernest forced A. E. Wilson to go a full six miles before he was returned the winner. Breese tried hard to lower the record for two miles which he had established the day before, but the track had become softened up and he failed by a narrow margin.

Before the opening of the races two accidents of rather serious nature occurred. Victor Guyot, while practicing on a 7-h. Peugeot, ran into a fence at the three-quarter-mile turn, smashing his machine and sustaining a broken leg. E. Matthews, while going at a mile-a-minute clip, crashed into a buggy which had been allowed to enter the track, but escaped with a bad scalp wound and bruises.

First day's summaries:

Three Miles—Boys of sixteen years or younger, fully equipped single-cylinder stock machines. Won by S. Monckton, Indian; second, Ben Broderick. Time, 4.11½.

W. G. COLLINS, SAN FRANCISCO'S RECORD MAKER.

Five-Mile Open—Won by W. G. Collins, Indian; H. Lorenson, second, Thor. Time, 5.28 1-5.

Five-Mile—Single-cylinder stock machines. Won by Fred Ernst, Torpedo; C. E. Coughill, second. Time, 5.42 3-5.

Five-Mile—Single-cylinder, private owners. Won by H. L. Tillman, R-S; Fred Ernst, second. Time, 6.32 4-5.

Five-Mile State Championship—Won by W. G. Collins, Indian; H. Lorenson, second. Time, 5.28 4-5.

Two-Mile Obstacle—Tires to be deflated and filled by rider. Won by A. Chelini, Torpedo; H. Mendicott, second. Time, 4.18 2-5.

Australian Pursuit—Ten-mile limit. Won by A. F. Wilson, Merkel; W. G. Collins, second.

Two-Mile Novelty Tandem—Riders changing seats every half mile. Won by Walter Dreyer.

Special—Five-mile record trial by Ben Breese. Time, 5.07 3-5 (California record).

Second day's summaries:

Five-Mile, Single-Cylinder Open—Won by Collins, Indian; second Lorenson, Thor. Time, 6.13.

Five-Mile, Single-Cylinder—Won by Medlicott, Indian; second, Chelini, Torpedo. Time, 6.57.

Australian Pursuit Race—Ten-mile limit, double cylinder. Collins, Indian, passed the last man in the third mile, winning the race in 3.47.

Exhibition Mile, Tricar—Joseph J. Hoffman rode a mile on an Indian in 1.52 1-5.

Two-Mile F. A. M. National Championship, Free for All—Won by Collins, Indian; second, Lorenson, Thor. Time, 2.13 2-5.

Australian Pursuit—Ten-mile limit, single cylinder. Won by Wilson, Merkel; second, Ernst, Torpedo. Time, 7.17 1-5 for six miles.

Five-Mile, Stock Double Cylinder—Won by Hoag, Indian; second, Medlicott, Indian. Time, 5.51 1-5.

Ten-Mile Handicap—Won by Lorenson with 35 seconds handicap riding a Thor; second, Collins, scratch, Indian. Time, 12.55 3-5.

Special Five-Mile Professional for Record—Breese, Indian. Time for two miles, 2.01 2-5; time for five miles, 5.05.

Comet Automobile—Two miles against time, 2.13.

CHARLOTTE, N. C., pulled off a sixteen-mile road race on July 17th that was entirely successful and satisfactory. First honors went to J. M. Barnes, Indian, of the Queen City Cycle Company, who covered the course in 25.40. W. C. Hathcock, Indian, was second in 28.41. B. L. Rogers, R-S, third, 29.42, and G. P. Hamilton, Curtiss, fourth, in 31.04.

The race started at 3 o'clock from the Elizabeth Mills. The route was along the belt road through Shopton and Steel Creek to the Elizabeth Mills. Nine contestants were entered at the start, and only four finished in official time. The machines represented were: Indians, two; Curtiss, three; Reading-Standard, two; Erie, one, and Wagner, one. Mr. Osmond L. Barringer of the O. L. Barringer Company, was the official starter and timer.

IT has been established that a motorcycle can cover a hundred yards from a standing start in better than the best time ever made by a sprinter, which is nine and two-fifths seconds. W. T. Marsh did it a short time ago near the M. M. plant in Brockton, Mass., and was timed by several clockers, too. The trial was the result of a friendly wager, and Mr. Marsh's time was nine seconds flat.

GOERKE WINS TEN-MILE CHAMPIONSHIP

WITH only some five hundred persons in the grandstand, a hot day and a dusty track, a combination motorcycle and bicycle racing program was pulled off at the Elkwood Park mile track, near Long Branch, N. J., on July 18. The events were well contested and entries were fairly numerous for the prizes offered, but notwithstanding the wide publicity given the meet by its promoters, the audience was a slim and unenthusiastic one.

Billy Wray was the star performer of the afternoon. He captured the three-mile open and the five-mile handicap (from scratch) in an easy and convincing manner on one of the big 7-h. Indians. In the last race, however, the Ten-Mile Eastern District Championship, after working his way up from a poor start to fourth place at the end of the first mile, and second position in the fourth, he lost ground rapidly because of a broken commutator connection on the 7-h. Peugeot which he rode in this event.

This was Walter Goerke's race from start to finish. He immediately jumped into the lead and was never headed, though Chapple followed him closely for two miles, and in the eighth mile he lapped every man on the track. His riding was wonderfully consistent, as the time for each mile will show. Three miles he rode in just 60 seconds each, and four miles within one second of this mark. His time at the end of each lap was as follows: 1.09, 2.14, 3.15 3-5, 4.15 3-5, 5.15 3-5, 6.16, 7.16 3-5, 8.17 3-5, 9.17 3-5, 10.19 2-5.

There were two rather delicate maneuvers performed by the riders in the ten-mile championship race. Goerke had been plugging around at his mile-a-minute gait, holding his front wheel just about two feet from the pole and followed by Chapple, when he struck a soft spot on entering the back stretch and his rear wheel skidded. He managed to straighten his machine up quickly, not, however, without giving both himself and Chapple a sensation of a fraction of a second's duration which they both remembered vividly afterward. Then on the turn into the home stretch a big white dog took it into his head to run out and bark at the riders as they passed. Three times he did this before someone chased him off, and it was only by extremely heavey handling that the machines were steered around him.

The best time of the day was made by Wray in the fourth lap of the five-mile handicap, which he made in 59 3-5 seconds. In this race he jumped from sixth position on the first mile to fifth on the second, fourth on the third and then into first pace for the last two laps. His riding was spectacular, and while not with such clockwork regularity as Goerke's, it brought the spectators to their feet.

Jake de Rosier was there, too, but after a half dozen trials he gave up his attempt to lower the automobile record at one mile for the track, held by the Christie racer. His intention was to go after this mile record and establish a five-mile mark, but the turns, he said, were too soft.

A. G. Chapple, the N. S. U. rider, played in hard luck all day. In the first race he was nosed out of third position on the last lap and in the ten-mile handicap he thought he had finished the last lap in second place, which he held for nine miles, and allowed two other riders to pass him. It was only after they flashed by that any doubt arose in his mind as to whether he had finished properly or not, but it was then too late to make up his lost ground.

Summaries:

Three-Mile Open—Limited to machines not exceeding 61 cubic inches piston displacement. W. H. Wray, Jr., Brooklyn, N. Y., first, 7-h. Indian; Russell Smith, Scarsdale, N. Y., second, 5-h. Indian; Walted Goerke, Brooklyn, N. Y., third, 7-h. Indian. Time, 3.16 4-5.

Five-Mile Handicap—Limited to machines not exceeding 61 cubic inches piston displacement. W. H. Wray, Jr., Brooklyn, N. Y., first, 7-h. Indian; Walter Goerke, Brooklyn, N. Y., second, 7-h. Indian; A. G. Chapple, New York City, third, 6-h. N. S. U. Time, 5.22. Wray and Goerke were scratch men. Chapple had 15 seconds.

Ten-Mile Eastern District F. A. M. Championship—Limited to machines not exceeding 61 cubic inches piston displacement. Walter Goerke, Brooklyn, N. Y., first, 7-h. Indian; Val. Valient, New York City, second, 4-h. Indian; E. A. Shotwell, New York City, third, 7-h. Indian. Time, 10.19 2-5.

SOME INTERESTING RACING EVENTS

IN the hill climbing contest at San Francisco on July 12th, up the 1.463-foot Castro street grade, W. G. Collins, on a 5-h. Indian, made the best time of the day—23 4-5 seconds. This hill is three blocks long, with a bitumen surface between the car tracks, on which the machines were ridden. The grade of the first block averages 11½ per cent., and that of the second and third is an average of 16 per cent. The summaries are as follows:

Double-Cylinder Class—W. G. Collins, 5-h. Indian, 23 4-5 seconds; E. J. Weinmann, 6-h. Minerva, 29 seconds; August Chelini, 6-h. Minerva 32 seconds; C. Doudiet, 5-h. Griffon, 33 seconds; Scheutenhause, 6-h. Minerva, 35 2-5 seconds; H. Medlicott, 4-h. Indian, 37 2-5 seconds.

Single-Cylinder Class—R. Baker, 1¾-h. Indian, 40 seconds; A. Chelini, 3-h. Torpedo, 42 4-5 seconds.

AT the Paterson Stadium, near Passaic, N. J., on Sunday, July 26th, some fast motorcycle riding was witnessed. Jake de Rosier covered five mies in professional competition in 5.25, his opponents being Charles Turville, John King, Arthur Mitchell and "Sonny" Briggs, to whom he gave handicaps. Walter Goerke gave a three-mile exhibition, covering this distance in 3.13 3-5.

LOS ANGELES, July 20.—Sunday afternoon there were some very snappy races at the new saucer at Seal Gardens. Erwin Knappe, who has made a great local reputation on account of his fast riding on the saucer, and who was due for a five-mile match race with "Fearless" Balke, did not appear. Knappe was reported ill and Seymour was pressed into service. Seymour's first effort was a mile exhibition, which he did in 1.06, equalling the local record. The second event was an attempt to wipe out the five-mile record of 6.07 2-5, made on July 4th, by Paul Derkum. Riding in a thrilling manner he succeeded handsomely, doing the five miles in 5.50.

AT the Seal Gardens saucer track, just outside of Los Angeles, on the afternoon of July 12th, Erwin Knappe won the five-mile amateur race in 6.18. Raymond Seymour, who had been picked to push Knappe to the limit, was outclassed, being beaten by several laps in both heats. Summaries:

Five-Mile Amateur—First heat, two miles qualifying. Won by Erwin Knappe, Frank Loge second; time, 3.33. Second heat, won by M. J. Graves, Raymond Seymour second; time, 3.48 2-5. Final heat, five miles, won by Knappe, Seymour second; time, 6.18.

THE CROUCH TAKES "OFFENSE"

By "Rarebit Fiend"

AFTER a series of failures I have finally succeeded in taking "a fence" as easily and as gracefully as might a favorite in the steeplechase, and am well on the way to solve the problem of aerial navigation (just a matter of fitting wings).

Like all great things it was difficult to achieve, and required more patience than is ordinarily exhibited by the average motorcyclist. I coached the machine until it was ready to give its very life for me, promising fame and honor such as a hero never enjoyed if it would but take that fence and demonstrate to the world that motorcycles were useful for cross country as well as boulevard runs. The Crouch was my faithful friend through the darkest moments, while gravitation was on the other hand, my worst enemy. It seemed that fate was against us, when at the eleventh hour, and after an inspiring talk to the machine, we rushed across the field and soared over the fence into the road. The Crouch consented to repeat that the accompanying photograph might be taken.

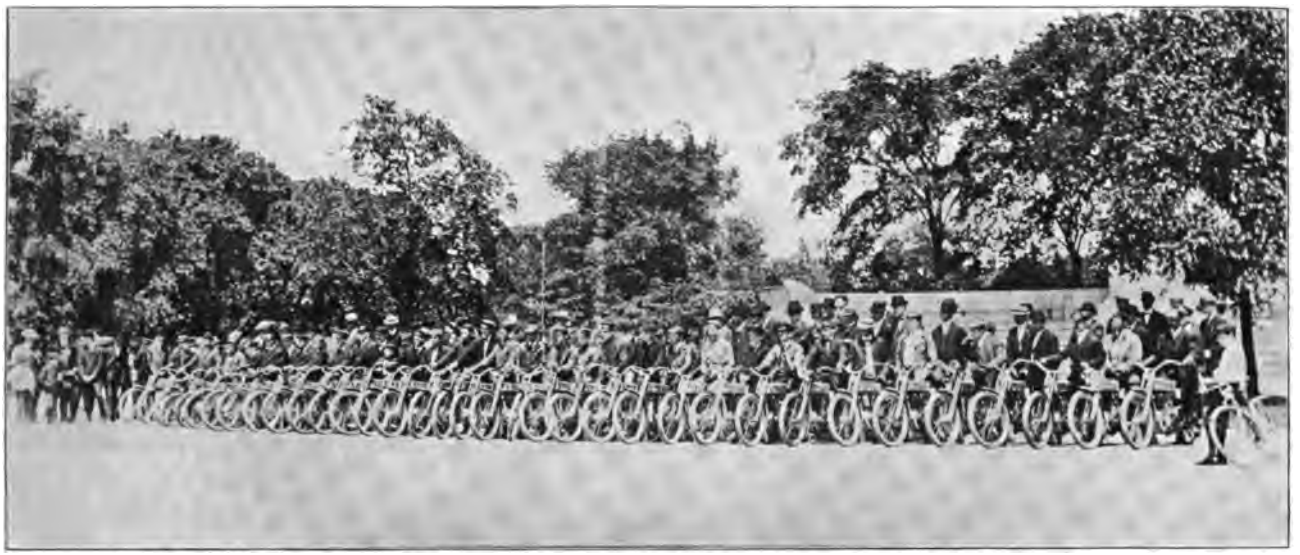
There is nothing which puts motorcycle construction so much to test as will jumping fences with it. Of course, the Crouch is so constructed that "alighting" on the other side does not affect it, and I would not advise trying it on any other make.

Those wishing to give fence hurdling a trial might be aided with the following suggestions: First of all, it is essential to get up a terrific speed; in fact, you must move so fast that you are not perceptible to those waiting to pick you up. The undertaker mustn't even see you. Now, when you are within about 15 feet of the obstacle, gently lift on the handlebars and direct the front wheel into the air at an angle of about 30 to 40 degrees, depending upon how high you wish to go and how hard you wish to fall. With the left foot (the right will not do) kick the machine under the saddle and the rear wheel will leave Mother Earth, precipitating you and your motor through space.

Just above the fence, lean forward a bit (not too much) to start the machine on its downward course. Gradually you near the earth and alight as easily and as gracefully as nature fakers at the hands of our President. If the rider is fortunate enough to survive his first, then let him repeat until the art is mastered, but don't give up if at first you don't succeed. "There is a necessary limit to our achievements, but none to our attempts." It takes time and lots of it. Try a 6-inch hedge, and when this height has been thoroughly mastered, try 12. Who cares? In this way you may be jumping fences of any height, even houses, in a short while. Why, who knows but what with a little practice you could put up the bars, shoot into the air and pass over a whole city? Shakespeare had this in mind when he wrote, in Hamlet, "There are more things in heaven and earth than dreamed of, etc.

Now, to the beginner, it may seem hard to come down to earth again after rising to such a height, and then it might be argued that gravitation would lose its force; but let me assure you that the descent is much the swifter, and requires little or no effort to perfect it. And, besides, have you any just reasons to suppose that you are intended to stay up? Is it not possible that your course is downward? It is not at all improbable that by faith and prayers you could stay up long enough, at any rate, for Saint Peter to render his decision and either receive you with open arms or dash you to earth again.

LOS ANGELES COUNTY, Cal., is about to expend some $3,000,000 in boulevards. This, with the fine all-year-round climate, is a fine motorcycle country.

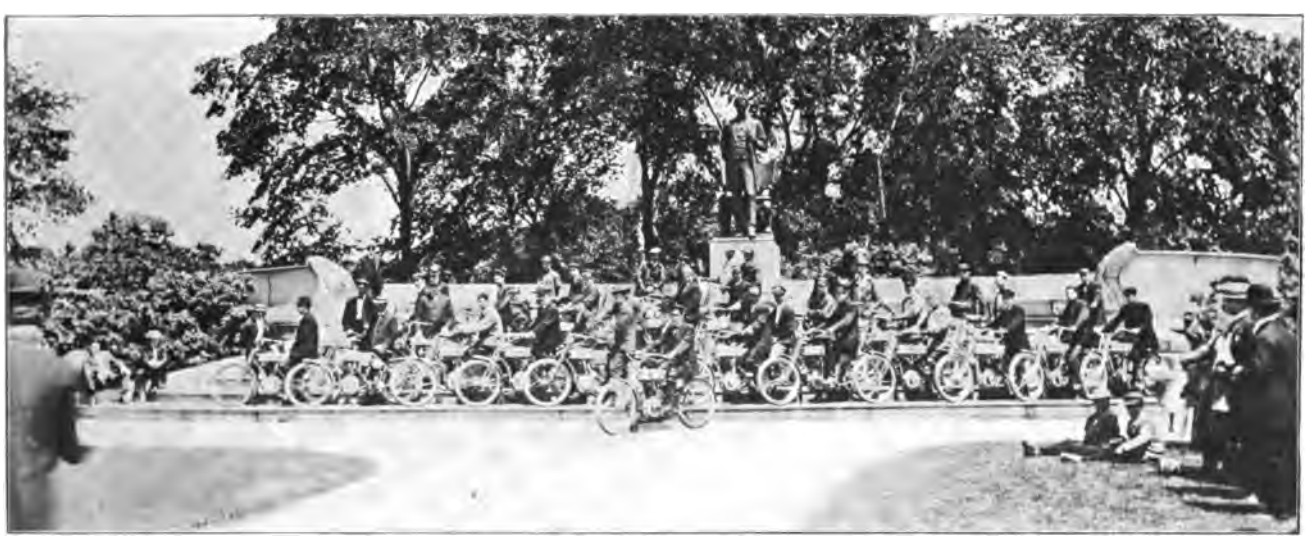


THIRTY-FIVE HARLEY-DAVIDSON RIDERS

AN event which caused a ripple in Chicago's motorcycle circles was the photographing of the "Harley" clan in the southern end of Lincoln Park, Sunday, June 14. Although over 200 was expected, but thirty-five of the boys appeared to face the camera. The genial Lang, clad in a suit of yellow leather, which one of the boys claimed entitled him to a picture by himself, was a trifle late in arriving, but after much fussing and arranging he told the artist he could "fire when he was ready," with the result shown here. The picture is certainly an object lesson as to the popularity of the Harley-Davidson machine in the city of Chicago.

ONE of the sights of Broadway on Sunday mornings at this time of the year is the regular parade of motorcycles that speeds down it along about 11 o'clock. There are anywhere from ten to thirty of these machines strung along in a ragged procession, and the distinguishing thing about the parade is the number of women who take part in the sport, not as workers but as passengers. Evidently motorcyclists believe in having their wives or sweethearts share the game with them, and some of the machines are constructed with that point in view. One particularly smart one is of a tricycle pattern with a special seat for the woman passenger made of brown wickerwork and as smart in appearance as the girl who rides in it. Another of these tricycles has a passenger seat much like an English "perambulator," while the sportiest one of all has nothing more than an extra bicycle saddle perched over the rear wheel, on which a woman in a brown divided skirt and dusty leggings sits. So far as appearances go women will most likely take to motorcycling when they can ride in the comfortable-looking tricycle style.—From the New York *Press*.

CHALLENGES and counter challenges have been thrown about among the Washington, D. C., motorcycle dealers so fast and furiously lately that there is pretty sure to be some racing there shortly as a result. T. N. Mudd, Jr., stirred up the discussion by a challenge to race the R-S against any machine at the same price. An immediate answer was received from Harry Seamark, agent for the Merkel, which was victorious at Bennings and Brightwood. More are to come, and it is probable a race meet will be held near Washington this fall.



ASSEMBLED IN LINCOLN PARK, CHICAGO

FUN ON N. Y. M. C.'s OUTINGS

THERE was fun, bushels of it, on tap at City Island on Sunday, July 19th, from before noon until after sundown. The occasion was one of the regular weekly outings of the New York Motorcycle Club which turned out some thirty strong to partake of one of the famous shore dinners that are served at the Bay View Hotel, up in that "neck of the woods." As every one knows, a shore dinner is principally clams, and then more clams. There was the half-shell variety to start with, then the steamed, long-necked variety with the broth that accompanies them, and then clam fritters. And oh, what fritters they were, too. After all this had been washed down with the "suds" that are necessary to this sort of an affair, chicken, roasted to a turn, was served, followed by ice cream and black coffee.

But, of course, before all this happened, there was the run of some twenty miles from the club rooms at Broadway and Eightieth street, to whet the riders' appetites. Though it was only a short "boulevard" run, it caught several of the best riders in the club napping, and it was over an hour from the time the leaders arrived at the hotel before the stragglers got in. Such trifling things as punctures, or a little sand in the carbureter, however, cannot hold these old and experienced riders for any length of time, and as long as every one showed up in time for dinner all hands were happy.

As if the ride up to the island hadn't been sufficient to make a man hungry enough to eat sole leather President Bendix had arranged for two big launches, and just at noon they both started off with a load for a tour of the adjacent waters. Mike Toepel, who has lived and camped around among those islands there in the Sound since the time they were taken away from the Indians, acted as guide and general information bureau. If any one wanted to know anything about the scenery he asked Mike. He pointed out Harts and Davids Islands, Huckleberry Island, made famous by the N. Y. A. C. men, and its fresh water spring that is only bared at low tide, and all of the other points of interest. Two old racing yachts were viewed—the Columbia and the Reliance, of International Cup Race fame. Both of these old timers were perched upon stilts, high and dry in the ship yards, and covered with wooden housings.

On the return of the boating parties, the stragglers having shown up by this time, all were ready and anxious to wash up and tackle the dinner that had been promised. And what a dinner it was! "Yum yum, ah, fine!" and everybody echoed the "fine." Not only good, but plenty of it; in fact, maybe too much. With such a dead weight of ballast as some of those fellows stowed away it was no wonder only about a dozen of them wanted to do any rowing or swimming afterward.

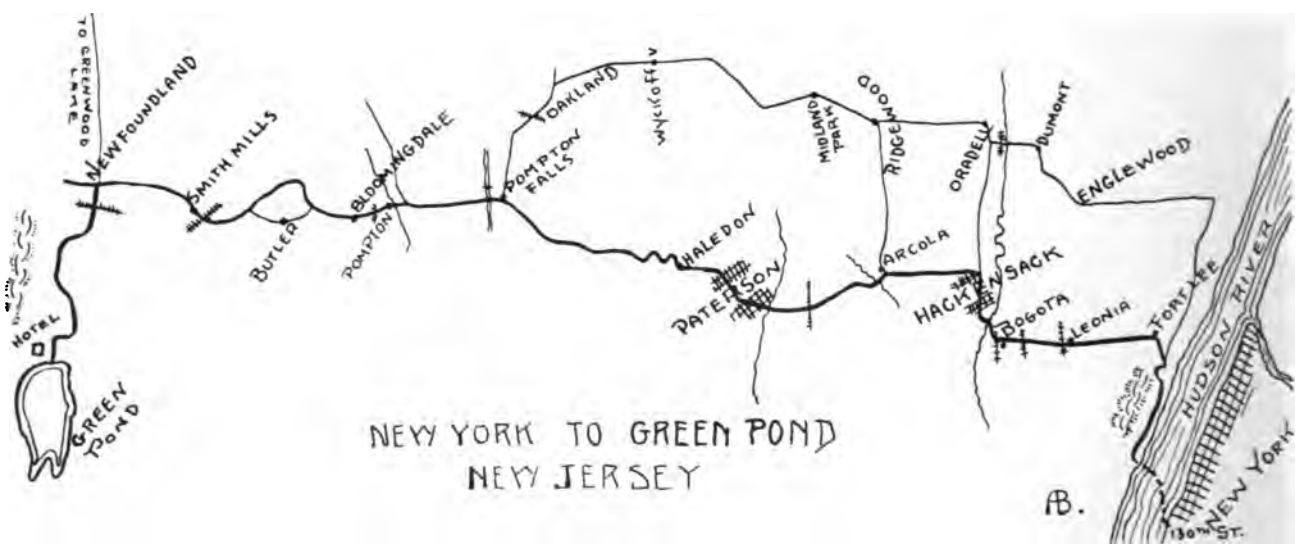
There was music, of course—some from the orchestra and some provided by club talent on a piano that may have been real good in its day. Al. Viereck obliged with a couple of "rags" and Al. Bartsch attempted a song or two. But the piano was rather disconcerting, and after another hack at it by Schleicher it was reverently covered up.

During the dinner the crowd was in an uproar most of the time. The table was a great long affair, and what was going on at one end could be easily seen from the other. Speeches were tabooed, but every man talked as long as his plate was empty. Two motorcycles were heard chug-chugging past the hotel about this time, and Bendix went out and brought the strangers in to share the royal repast.

Of course, it takes some little time to digest a dinner like this so all hands repaired to the beach, and those who could swim got into bathing suits and loafed around for an hour and enjoyed the after-dinner cigar. The weather was hot and bathing suits were at a premium, and those fellows who were long-headed enough to bring their own outfits with them considered themselves very lucky. Some of the monstrosities that were handed out were truly wonderful. One little man with about a 28-inch waist got a pair of bathing trunks built for a 48 waistband. When he put both feet through one leg of the garment and wrapped the balance around his body, he nearly created a panic among the ladies. He certainly was a beauty in that outfit.

In the meantime, Pres. Bendix, Sec. Ovington and Freddy Horenburger had secured boats off down the shore somewhere. They were about the heaviest tubs that could be found, so it was decided that a rowing race in them should be over a very short course. The distance was only some 600 yards, from the beach out and around a boat at anchor and return, but it proved plenty long enough. Only the three boats being available, and a dozen men wanting to row, heats were run off. The first was won by L. R. Cook, the second by William Robinson the third by Ovington, and the fourth by Bendix. Bendix didn't row in the final, however, and Cook defeated the other two, with Ovington second.

Then the swimmers had their innings, and the champion of the club was then and there selected. The distance was some 200 yards straight out from the beach to a line be-



tween the judges' boat and a bathing float. Ovington and Al. Bartsch hit off such a pace at the very start that they distanced the others in the first forty feet. Ovington led for half the way with a trudgeon and finished with a crawl stroke (after Daniels). Al. used the side stroke nearly the whole distance, and finished with a breast stroke, and his method proved the better of the two, as he was able to get away toward the finish and won by some six feet. All of the rest were left in the ruck and either were hauled into the boats or swam slowly to another float nearby. Mike Toepel then did some exhibition back diving, flips, etc., in which he was joined by others of less ability, or, possibly, less courage, than himself.

The return cityward was made along between six and seven o'clock, after presentation of leather medals to the swimming and rowing champions. All told, the day afforded one glorious time for everyone, and it was decided then and there to hold another similar outing at some nearby resort, possibly at one of Staten Island's beaches, in the near future.

On the previous Sunday, July 12th, fourteen members of the club rode over to Green Pond, N. J., following the route laid out in MOTORCYCLE ILLUSTRATED of June. They caught the 9.30 boat across to Fort Lee. On account of the dusty conditions of the roads it was found necessary to ride by twos instead of together, so each pair started off and kept about an eighth of a mile behind the team ahead. It was rather an uneventful ride of forty miles to all except Captain Chapple and a few others who were misdirected by a farmer. They covered some twenty-five miles additional before they finally landed at the lake, and incidentally discovered a young Palenville, which, as Chapple described it, "just seemed to drop him off the face of the earth," he came down it so fast.

After removing big chunks of Jersey dust and dirt from their faces with the aid of Green Pond water and soap, Al. Viereck obliged with a little ragtime on the piano, after which the hungry party filed into the dining room and put out of sight everything eatable in the place. They smoked and lounged around for another hour and then climbed up the mountain at the rear of the hotel. It was quite an undertaking to climb up the 200 feet over the rocks, but the view from the summit was magnificent. The amateur photographers each took pictures, while the others made a second meal out of the blueberries which grow very plentifully on the sides of the mountain. Shortly after the start for home a big, threatening, black cloud

SOME OF THE MEMBERS AT GREEN POND.

hid the afternoon sun from view and the riders burned the roads up in great style to get back home again before the shower should fall. Punctures and other troubles soon strung the club out into single file, and there were some who didn't get back into New York until eight that evening. The run was thoroughly enjoyed and will probably be repeated in the fall for the benefit of those who failed to take advantage of this opportunity.

OTHER CLUBS' AFFAIRS

IN order to stimulate interest in club affairs, and motorcycling in general, the New Jersey Motorcycle Club, Newark, N. J., is planning a clubhouse of its own. Since the club was organized a few months ago the members have held their meetings at the New Jersey Automobile and Motor Club, but they are ambitious and desire to paddle their own canoe.

The house committee has been negotiating with the big motor organization for a small room in the new clubhouse, but these negotiations were broken off, and until a permanent place can be secured meetings will be held at the garage of the Brush-McLaren Motor Company, 47 William street. The club will give a banquet in the near future, when the medals that were won in the Decoration Day endurance meet will be awarded. The banquet will be held at one of the local restaurants and will be quite an elaborate affair. The arrangements for the spread have been placed in the hands of the house committee.

THE St. Joseph Motorcycle Club, St. Joseph, Mo., was organized the beginning of last month, with A. McCarthy, President; J. F. Martin, Secretary; C. W. Reid, Treasurer, and Charles Neff, Captain. There were seven members elected. Meetings will be held weekly, and runs and social events are planned for this summer and fall.

GRAND RAPIDS, Mich., is the latest city to organize her riders for mutual pleasure and profit. The rapid increase in the numbers of riders there has resulted in the formation of the Grand Rapids Motorcycle Club. It is expected that the membership will reach as high as twenty or twenty-five, and already a number of distance runs are being planned. At the initial meeting Arthur Rose was elected Captain, Noel Houze Secretary and Treasurer. The Board of Directors is composed of Dr. Rayman Harmon, John Houze, R. Baxter, Edward Danhof, J. Kruizinga and H. Danhof.

YOU CAN ORDER

MOTORCYCLE ILLUSTRATED

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Any Newsdealer

IT IS RETURNABLE

If the Newsman has a Live Place tell him to order Two Copies, one for you and one for display

QUESTIONS & ANSWERS

A Tip for Makers

MOTORCYCLE ILLUSTRATED:

Enclosed find clipping from the Norwood *Gazette* (Norwood being a town of good size on the outskirts of Cincinnati). A gentle hint in your magazine might put some manufacturer "wize" to the fact that he *might* do some business in Norwood, Ohio.

Although Pickering does some business in this part of the country, the cyclists should be awakened to the fact that Cincinnati, with its glorious hills (which put cycling on the blink), is the place for motorcycles. Cincinnati has very few motorcycles. In fact, they are great curiosities and gather quite a crowd. Pickering handles the Indian, R-S, and N. S. U., while the only other dealer I know of—Stenger, at Thirteenth and Main—has the M. M., Merkel and Curtiss.

Do you think a general motorcycle store and repair shop which could handle a few good makes would pay? I think that's what Cincy needs. Please help me wake them up. Although I now only ride a Racycle "push bike," I hope by next year, at least, to own a good motorcycle and belong to the F. A. M.

I have noticed your magazine in a couple of windows lately, and hope to see it in more.

Wishing you success, I remain yours,

ANONYMOUS.

P. S.—Dealers answering clipping, address Board of Public Safety, Norwood.

The clipping referred to in the above is an account of a spirited meeting of Norwood's councilmen, in which one advocated shooting the speeding automobilists, who seem to be the bane of the town's existence. It is possible that a motorcycle or two might be sold with which to curb the speeders.

A progressive motorcycle depot in any city like Cincinnati would certainly pay. It would establish itself almost at once; surely in one year. It should be, however, up to date, run on modern methods, and should combine storage, repairs and supplies with the agency business.

Information on Magnetos

MOTORCYCLE ILLUSTRATED:

The writer would be pleased if you will answer the following questions in your paper. What is the voltage, amperage and speed of the average magneto used with coil on single cylinder motorcycles? Also without coil? What is the meaning of high tension coils? Thanking you in advance, I remain,

Very respectfully,

Cumberland, Md. CLARENCE I. WAYS.

The voltage of the average magneto as used on motorcycles, running at a normal speed, is 3,000, and the amperage is in the neighborhood of 50 milleamperes. This voltage is on open circuit and the amperage is on short circuit. This applies to high tension magnetos only. With a single cylinder machine the speed of the magneto would be just half that of the motor. In the case of a low tension magneto, the Eiseman-Lavalette for example, the current generated is of comparatively low voltage and high amperage, and passes from the magneto into the primary transformer, or induction coil. This is sometimes called a high tension coil since it raises the tension or voltage of the current. Where the system is of a low tension variety it resembles very much the battery system, except that the magneto is used instead of a battery as the primary source of current.

Wants to Meet a Rider

MOTORCYCLE ILLUSTRATED:

I am desirous of meeting a Chicago motorcyclist in a purely social way to talk on motorcycle topics. I am an Englishman and have been enjoying "the only sport" in my country all last year. It would, therefore, be very interesting to meet some one equally keen to exchange ideas. If you can help me to come in contact with such a man through your valuable paper, to which I subscribe, I shall be grateful. I beg to suggest a small paragraph stating the above facts, when possibly some one may care to write me.

I am, faithfully yours,

G. T. GRAY.

We suggest that Mr. Gray join a club, where he will be sure to find a congenial fellow member with whom he can talk. Club runs and social events promote good feeling, and the real pleasure of motorcycling is thus enhanced. The Chicago M. C. is located at 255 Michigan avenue. S. W. Fahrney is its president, and J. O. Kolzina is secretary. If any rider wishes to write Mr. Gray he may be reached at 542 West Monroe street, Chicago, Ill.

Mufflers Should Be Cleaned

MOTORCYCLE ILLUSTRATED:

I would like to know through your columns the reason why my motorcycle muffler burst. It split open from top to bottom.

Very truly yours,

Saginaw, Mich. HUGO KINDLER.

The bursting of your muffler was caused by a weakness in its construction. It had become choked with carbon, thereby preventing the passage of the live exhaust gas out into the open. Poor ignition or a leaky exhaust valve permitted a certain amount of live gas to pass into the muffler, and it remained there until the ignition of the following charge in the cylinder. The flame from the exhaust of this explosion ignited the accumulated gas in the muffler, and the explosion and expansion thus caused were too great a strain for its construction.

Where Is the "Push"

Being a reader of the MOTORCYCLE ILLUSTRATED I am taking the liberty to ask a few questions. I would like to know where the agents for a motorcycle named Push are. I would also like to know which high-powered motorcycle having two speeds and a clutch you consider best. I would be much obliged if you would give me the names of a few agents who handle such machines as I have just mentioned.

L. H. ABLE, Lawrenceville, N. J.

Your first question we'll give up. Push cycle agent's name is Legion, and motorcycles sometimes need Push. Perhaps some of our readers may know. Write the advertisers in this issue for catalogues. They will refer you to their nearest dealers, where you can examine the machines.

THE Duck Cycle and Motor Company, Oakland, Cal., write to say that it is a mistaken impression that there is no two-cycle, valveless, air-cooled motor made in this country, as was stated in a previous issue of MOTORCYCLE ILLUSTRATED. They say they are now making a two-cycle, valveless, air-cooled motor in 3-h.p size, though, of course, their best seller is their two-port, 3½-h.p. motor.

MOTORCYCLE ILLUSTRATED

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F. P. PRIAL

LEROY COOK - - - - - - - *Editor*

Advertising
L. H. CORNISH WILLIAM R. SHANNON

Looks Like a Combine

IN our July 15th issue, writing largely from intuition, though, of course, with some knowledge of the inside facts, we said this:

> The F. A. M. have just held their annual meet at New York. The N. A. M. will hold their grand annual at Boston, on Labor Day. We have seen the F. A. M. people *en group*. They are nice people; quiet, jolly, not bumptious, with none of the odor of super-sanctity. We have not seen a single F. A. M-er who palpably bore the label, Motorcycle Celebrity.
>
> We have not seen the N. A. M-ers in bulk. We are told, and we quite believe it, that they are "nobby boys." We know a few of them and they are all right. All this being true, why not *get together?* It is intimated to us that the N. A. M. men would combine, join, come in. On the other hand, we know positively that the F. A. M. people—the leading, guiding spirits in the F. A. M.—we know that they stand ready with open arms.
>
> There is no need for *two* motorcycle organizations in this country. What is needed is one strong organization. A little courage, a little delicacy, a little courtesy and a give-and-take policy will ensure amalgamation. The F. A. M. Executive should say to the N. A. M. Executive: "If we attend your Labor Day meet, *with full power to act*, will you meet us half way?" We feel sure that the N. A. M. men would say: "Yes, we will." The rest should be easy. Unless we are greatly mistaken the two organizations should be one when the sun sets on Labor Day.

This little editorial appears to have hit the bull's-eye. It made a "perfect score." To be sure, there are considerable ifs and ands, ahems, etc.; but it seems quite certain that the F. A. M. and the N. A. M. will adhere, cohere, coalesce, combine and *be one* after the N. A. M. September business meeting.

The N. A. M. men say: It's all right. We will gladly come in, join hands. There is no issue now between ourselves and the F. A. M. All the things we fought and bled for the F. A. M. has adopted. The F. A. M. now suits us perfectly. We believe in one great national organization, not two. But, when we recently appointed an amalgamation committee, it was ignored. So, as a matter of courtesy, delicacy and all that, the F. A. M. folks should make the *first* move—and they should.

There seems to be a bit of hemming and hawing as to how the thing should be gone about and done in swell style. There also seems to be a disposition in certain quarters to so juggle with the matter that the glory of the thing will shed a bright light on some individual or on a small coterie. Some also think that, should the two organizations amalgamate, the credit would be given to MOTORCYCLE ILLUSTRATED. But that's all fiddle-faddle. We merely spoke the word, a sort of heart-word, something altogether free from politics or diplomacy. We were just new enough and unpartisan enough to speak without prejudice.

We simply saw *two* organizations, knew that that was wrong, and further knew that wrong does not persist. In fact, should the amalgamation be brought about, there would be plenty of good fellowship, but no glory. It's very simple. The N. A. M. want to come in. The F. A. M. want them to come in. It's like a boy and a girl who want to marry. All that is needed is a ring and a clergyman.

The N. A. M. should have a glorious time at their annual meet in early September. At the height of things, at their business session, suitable resolutions of brotherhood should be adopted, the F. A. M. executive should appear in the convention hall, oratory should flow—and the thing would be done.

Join a Club

THERE are numerous and various reasons why a rider should become a member of some live organization devoted to the sport in or near his home town. All motorcycling cities have one club, some have two, and New York (Greater New York) has four. Every one of these is flourishing and growing. Each one promotes runs, races and social events according to the inclinations of its members. Each has its meeting place or club rooms.

A member can derive many benefits from his fellows. He can oftimes get advice that will help him out of his mechanical troubles, advice that he will not have to pay for in the costly school of experience or in coin of the realm to the repairman. The social side, while it does not run toward elaborate affairs, is just the thing that is needed. Witness the outing of the New York Motorcycle Club at City Island. One man there—a new member—said that he had almost given up his riding entirely because he couldn't get the pleasure out of it he had expected. He had been riding for three years, sometimes alone, sometimes with a companion more or less congenial. But he had never discovered what real pleasure was till he got off there on the Island with some thirty other men, all with the same hobby. There was boating, dining, rowing and swimming—a whole day of it. A better time could not be had anywhere. By all means join a club.

Dog Days Now

IT'S the dead middle of the summer now—the Dog Days. Nothing particular doing; everybody away, fishing, flirting, swimming and what not. And it's a fine proposition, too, that Americans have finally learned, more or less, to "let down" from July 4th to Labor Day. For what doth it profit a man to work all the year round. There should be time for all things—time for work, time for play. To be everlastingly pushed, pressed, driven—that makes for unhappiness. For there is no laughter of life when the body has gone amiss. Labor Day will soon be here, and the day after, that wonderful September Tuesday when all the world rushes back to the mart and starts again the same old foolish game, the game of getting on. And yet, after all, it's not such half bad sport at that, if, during the Dog Days, you have walked the woods, fought old ocean or have idly drifted on moonlit lake.

Better Transportation Needed

IT is to be hoped that the officials of the F. A. M. will take up the matter immediately and make an attempt to secure better transportation facilities by rail for an uncrated motorcycle. Of course, a railroad will now accept a machine in uncrated condition through its express companies. But this is not what is wanted. Not only is the rate excessive, but the express baggage smashers don't know how to handle a machine, and in many cases it arrives at its destination almost a wreck. The checking system, where a rider can help put his mount in the baggage car and then get in and ride with it if he wants to is ideal, but universal acceptance of machines this way will be just as hard, if not more difficult, to attain than was that ruling by the railroads by which they took bicycles under this system.

Returning from the race meet at Long Branch on July 18th eight riders put their machines in a car on the Atlantic Highlands division in which they were carried to Matawan. Here a change of cars was necessary to the main line, New York & Long Branch Railroad. When the train pulled in with which the branch line connected, the conductor absolutely refused to accept the machines unless expressed. This double ruling on trains of one system is, to say the least, confusing. Let us have a universal railroad law or ruling that will cover this point.

On a Long Tour

LET us never again deny the pleasures of long distance touring to the feminine sex. It has always been the impression that fifty or sixty miles a day was the limit of endurance for our fair riders, and then it should be once, or at the most twice only, in one week that she should cover as much ground as this.

But from Buffalo, ten days ago, there came a story of two tired, mud-bespattered cyclists who had arrived there that day all the way from Lyons, a distance of 113 miles. The girls were two nurses from a Schenectady hospital, and were en route to Kansas City. They did not remain dirty and hungry long, however. They had shipped a big Saratoga on ahead of them by express, and half an hour after their arrival they were hard to recognize, as with clean faces and dainty gowns they entered the dining room of the hotel. Which goes to prove that the men may not have things all their own way forever, and that we may still live to see the monopoly of the sport now in the hands of a hardened few broken.

One Step Forward

THE ability to dress like a gentleman and appear like a civilized being still remains to be attained by the great majority of riders. But there is improvement shown, noticeable improvement. In the F. A. M. Annual Endurance Contest the appearance of the contestants was, as a rule, a big advance over that of years gone by. Then, in the recently completed New York-Chicago tour, aside from the personal satisfaction of it, there was an object for the riders to keep both themselves and their machines as neat as possible. Most of them wore khaki suits on the road, always had changes of raiment awaiting at the night controls, and subjected their day wear to a gasoline bath each night. There was a diamond medal offered for the neatest appearing machine and rider, which was won by J. S. Woodworth of the Excelsior team. It was no walkover for him, however; two other riders were nip-and-tuck with him for the honor. In fact, all the Excelsior team put up such a front that they were nicknamed "The Near Silk Triplets." On a tour of over 1,100 miles this condition is to be highly commended, and we trust that in other contests Tourmaster Alofsin's good example will be followed.

IN furtherance of the campaign against the open muffler that has been taken up all over the country this year, the Chicago Motorcycle Club has gone a step beyond any heretofore adopted, and the violator, three times in succession, of a rule against this nuisance adopted by the club a little over a month ago will be subject to summary expulsion from the club. Let the good work go on.

Three Jersey Tours

TRENTON TO NEW YORK.

LAKE Greenwood avenue to Edenburg, 8 m.; turn right to Windsor, 2 m.; left to Hightstown, 3½ m.; straight to Cranbury, 3 m.; straight to Dayton, 8 m.; straight to New Brunswick, 10 m.; then there is good road by way of Perth Amboy or by way of Newark to Jersey City.

TRENTON TO CAMDEN.

Take Broad street to White Horse, 3 m.; turn right to Bordentown, 4 m.; bear to right to Columbus, 6 m.; turn right to Burlington, 8 m.; at south end of Burlington turn to left ½ m.; then turn right to Edgewater Park, then follow car track to Camden.

TRENTON TO ASBURY PARK.

Take Greenwood avenue to Hightstown, same as going to New York; turn right after passing under railroad bridge, to Freehold; turn right at hotel, to Farmingdale; turn left to Asbury Park, or you can go straight ahead to Squantum, turn left to Allaire, Baileys Corner, Sea Girt and along the coast to Asbury Park.

Scranton Insists On Licenses

AS operators of motor vehicles, all motorcycle riders in the city of Scranton, Pa., must take out automobile licenses. This is the edict of Director of Public Safety F. L. Wormser, and a start on carrying it out was made recently, when Allen D. Beemer was arrested on Spruce street.

When Beemer was arraigned in the police court he protested ignorance of the law. He stated that he is a member of the Scranton Motorcycle Club and that not a member of that organization has secured an automobile license. In consideration of the circumstance sentence was suspended on the young man with the understanding that he would secure a license at once.

No sooner had the case been disposed of than John Rawlings, the sporting goods dealer, and a number of other riders waylaid Director Wormser in the corridor of city hall and protested against his ruling that motorcycles are in the automobile class. But the director was obdurate and insists on his edict being carried out by the police

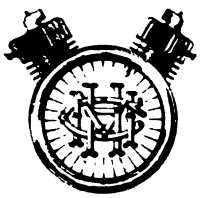
THE use of motorcycles and automobiles is increasing very rapidly in Saxony, as the following statement from Consul Thomas H. Norton at Chemnitz shows: In January, 1907, there were registered 805 automobiles and 1416 motorcycles, while in the same month of this year the figures stood, 1,352 automobiles and 1907 motorcycles.

COMPLAINTS have been registered at police headquarters, in Corning, N. Y., against alleged excessive speeding of motorcycles, automobiles "and such like." Chief of Police Ryan has taken action in the matter, and care is necessary to avoid arrest there just at this time.

CLUB NEWS

Harlem Motorcycle Club

1491 Fifth Ave., New York City



LOUIS H. GUTERMAN, 103 E. 125th St..*Captain*
JOHN F. BLACK, JR., 23 W. 126th St.,
1st Lieutenant
FELIX LEWIN, 262 W. 132 St..*2d Lieutenant*
WILLIAM L. COURSEN, 180 Lenox Ave..
Treasurer
GEO. NELSON HOOKEY, 42 W. 120th St.,
Secretary
LOUIS SOBEL .....*Color Bearer*

EXECUTIVE COMMITTEE.

JOHN F. BLACK, JR., *Chairman;* JAC. GOLD, FELIX LEWIN, WILLIAM L. COURSEN, THOMAS CARABINO, L. H. GUTERMAN, *Ex-officio.*

FOLLOWING the action taken by a number of the larger clubs this spring, the Harlem Motorcycle Club has come out flatfooted with a strong statement of its position on the open muffler situation. At a regular meeting of the club on June 26th, the following resolution was adopted:

Knowing that there are owners of motorcycles in this city and elsewhere who neglect to properly muffle the exhaust of their machines when riding through the streets of cities, towns and other residential districts; also

That when motorcycles are operated under the above conditions they make an unnecessary noise and are an annoyance that could be prevented, and cause an impartial disfavor by the public to the motorcycle in general;

And if this disturbance shall continue very much longer, to the disapproval of pedestrians and the danger of seriously frightening horses to the possible cause of runaway, this and other state legislatures will seriously consider the passing of laws to the disadvantage of motorcyclists in general, even though personally they may not have been responsible,

Resolved, That this club disapproves of the "open muffler" and is willing to assist in any movement that may be made to the removing of this easily avoided nuisance.

In his letter enclosing the above, F. B. Littlefield, the club's present acting secretary, states:

"To better illustrate the sincerity of the club in this matter, we might state that in the meeting the above resolution was adopted we voted that no member should be allowed on an official club run with an open muffler, and that all members be expected, while riding among themselves, to exercise care in avoiding this trouble.

HARLEM MOTORCYCLE CLUB,
F. B. LITTLEFIELD, Secretary pro tem.

Honors for Clubmen

A STEADY increase in the membership of the Milwaukee Motorcycle Club and the growing enthusiasm of the members at every meeting has placed this organization on a permanent footing. The fact that some of its members have recently added honor and glory to their names has put the rest of the members on their mettle, and great things are promised.

The first honors of the year go to John R. Ball, the newly elected vice-president of the Western District F. A. M., riding a twin-cylinder Merkel, and to S. Lacy Crolius, who rides a single Harley-Davidson. Both of these men turned in perfect scores in the Chicago Motorcycle Club's Endurance Run on June 6th and 7th. Then Walter Davidson, winner of the diamond medal in the F. A. M. Annual Endurance Contest, who also carried off first honors in the fifty-mile economy run, is also a member of the club. Edward Buffum also turned in a clean score in the Endurance Contest, and the latest recipient of honorable mention is W. P. White who, on his single Merkel, completed the New York-Chicago tour with a perfect score.

Organize in St. Paul

FOLLOWING the boom in motorcycling circles in the Twin Cities this past spring, the St. Paul riders held a meeting in the rooms of the Automobile Club on July 7th, where preliminary steps toward a permanent organization were taken. The meeting was marked by a fine spirit of enthusiasm and interest in the movement and the perfection of the organization plans is now assured.

Thirty-five riders signed the preliminary agreement and in this number are included most of the prominent riders and the tradesmen. A committee on constitution and by-laws was appointed, George Foster was chosen temporary chairman and C. A. Carpenter Secretary. President Stata of the Minneapolis Club was present and furnished many valuable suggestions.

Another Maryland Club

IN Baltimore, Md., the Hamilton Motorcycle Club was organized about the middle of last month. William McCaliston was elected Captain and F. C. Purdum First Lieutenant. Its first run was made from Hamilton, by way of Harford road, to Joppa road, to Towson, to Sherwood, to Chattolanee, to Reisterstown pike, to Reisterstown, to Westminster, to Taylorville, to Mount Airy, to Ridgeville; thence by Frederick pike to Ellicott City, by Rolling road to Liberty pike, to Mount Hope avenue, to Reisterstown pike, to Pimlico road, to Velvidere avenue to Charles street avenue, to Homewood avenue, to York road, to Woodburne avenue, to Hillen road, to Hamilton avenue, to Hamilton. The distance was 100 miles. This route, so far as roads are concerned, was found to be in good condition.

No Cutouts in Chicago

AT a meeting of the Chicago Motorcycle Club held on June 24th it was voted unanimously by the members that an order be issued to positively keep mufflers closed at all times, and that to keep them open was declared against the rules of the club. A member reported having his muffler open and violating this rule three times will be expelled from the club. Secretary J. A. Kobzina writes in his letter: "It is hoped that all members will take warning and strictly adhere to this rule, otherwise the law itself will eventually take its course and make things generally unpleasant for all motorcyclists. Each member should read this notice carefully and *remember it,* as three successive violations will subject the violator to expulsion from the club."

Derkum At It Again

S . . . 20.— . . thousand people gath- . . . racetrack at Coronada Beach to . . . feature of which was the rid- . . . own locally as the "Daredevil," and . . . motorcycle racer" of the world. His . . . was an exhibition mile in 1.01. In . . . covered the first mile in .58 3-5. . . . over this track was 1.04, and . . . automobile, so that Derkum's . . . though it is still 2 3-5 sec- . . . world's record.

. . . Derkum had great sport and . . . feet repeatedly. Going around . . . mile a minute he changed from . . . another, rushing from the inner to . . . the track and going through all sorts . . . His five-mile exhibition was full of . . . Derkum kept the crowd in a state of . . . throughout the entire performance. The

. . . cylinder—Earhart; second, C. A. . . . Diego, third, Kid Derkum, brother of . . . fifty yards; time, 5.58. Three miles, sin- . . . Graves, Los Angeles; second, Urquhart, . . . Lodge, Los Angeles. (The competitors . . . the time was 4.52 1-5.) Five miles, free . . . cylinder—First, Risden, Los Angeles; sec- . . . San Diego; third, Ziegler, Los Angeles; . . . 1-5. Five mile pursuit race—First, Graves, . . . Risden, 6.21 2-5. Five-mile pursuit race, . . . First, Kid Derkum; second, Graves; . . . Five mile handicap—First, Risden, 40 secs.; . . . Graves, 30 secs.; third Shepard, scratch; fourth, . . . scratch. Five miles against time, by P. J. . . . 1.04 2-5, 1.07 1-5, 1.08 2-5, 5.28 1-5. Af- . . . Derkum slowed down, owing to a broken

More Stolen Machines

A . . . EFFECTIVE buyer secured an Indian from Wil- . . . E. Metzger's store at 252 Woodward avenue, . . . Mich., for the purpose of trying it for a few . . . failed to return it. The description is as fol- . . . cylinder, royal blue, cooling fan alongside cyl- . . . cell No. 6 battery case, special bracket for . . . Number on right side of crank case, . . . Stand attached. The thief was about . . . eight years, 5 feet 11 inches, 185 pounds, dark com- . . . hair and eyes; small moustache; teeth on left . . . and lower, gold; talks with German accent; . . . and well posted on motorcycles. A liberal . . . offered for information leading to the recovery . . . him or arrest of the thief, and dealers are re- . . . be on the lookout for it. Address all communi- . . . John J. Downey, Superintendent of Police, De- . . . Mich.

A . . . MOTORCYCLE is reported stolen. From . . . Springfield, Mass., this time, and all good F. A. M. . . . riders and others will confer a favor on the whole . . . by keeping an eye peeled for it. Following is a . . . complete description: R.-S., Model A, 1907, motor . . . 1 3/4, color brown, Mass. auto register No. Z147 . . . mudguard, two tool bags attached, one on frame, . . . saddle, with full kit of tools, rear mud guard has . . . piece attached to end, pin through stem of handle- . . . long rubber grips on handlebars, auxiliary ports . . . connected to muffler, horn attached to side of . . . on frame, Brooks' saddle, G. & J. tires, no chain . . . motor. If seen report to R. B. Lawson, 177 . . . Avenue, Springfield, Mass.

AT the National Good Roads convention, which opened the 7th of last month at Buffalo, N. Y., demands for federal legislation, just and uniform state legislation, and discussions of methods for obtaining and keeping good roads were the important features. Delegations from all states which are looking for better thoroughfares were present, and representatives of the automobile bodies were out in force.

State Highway Commissioner James MacDonald of Connecticut talked on "Good Roads," and "History of the Development of Improved Highways" was Frederick Skeene's topic. President Hotchkiss of the American Automobile Association called the meeting to order and read a long extract from President Roosevelt's address delivered at the International Good Roads Congress in 1903.

SAN JOSE (Cal.) riders have organized. Sixteen of them met recently in Columbia Hall, on North Market street, that city, and formed the San Jose Motorcycle Club. Officers were elected as follows: Charles L. Bean, President; Jack Shaw, Vice-President; F. E. Howard, Secretary and Clyde Warren, Treasurer. Warren was also elected Captain, and he conducted the first run of the infant organization to the Tanforan racetrack, near San Mateo, on Independence Day.

LOS ANGELES riders and tradesmen have followed the lead of the automobile dealers in that city and are preparing to join the campaign now on to further the good roads movement there. Edward Kehl, Pres. of the Los Angeles Motorcycle Club, visited the campaign headquarters and announced that a meeting will shortly be held to endorse the bond project. The motorcyclists and their machines will be used on election day at the different precincts to help round up the voters.

CANANDAIGUA, N. Y., June 20.—Motorcyclists must hereafter limit their speed when passing through Canandaigua's streets, as the authorities have decided that ten miles an hour is plenty fast enough. The street commissioners have instructed Clerk Henry H. Hamlin to look into the matter of purchasing and putting up sign boards on the principal roads leading into the village as a warning not to exceed the speed limit.

DR. W. H. ANTHONY, John Watson and Allen Fulmer of Plainfield, N. J., are planning a trip up through New England as far as Bretton Woods and return. Mr. Watson has just purchased a racing Peugeot and Mr. Fulmer rides a similar machine. They expect to cover some 2,000 miles all told this summer. The New England trip alone will be over 1,100 miles.

REFEREE H. W. Wheeler, in charge of the race meet held by the Los Angeles Motorcycle Club on June 27th has sustained the protest against the stripped Indian machine which Graves rode in the opening event. This places Balke on the Thor in first position.

DURING the first six months of this year sixty-three motorcycles were registered in the Secretary's office of the state of Maine, each at two dollars. Since June 1st, 1905, the date the present motor vehicle law went into effect, just $582 has been derived from motorcycle registration.

AT a meeting of the Aurora Motorcycle Club on July 23d, it was decided to advance the date of the race meet the club intended to hold at the Driving Park on Labor Day to August 8th. Entry blanks are out and a large field is promised.

WHAT THE AGENTS SAY

Danville, Ill.

THE trade throughout Illinois west of us does not amount to anything on account of the very poor roads for which Illinois is famous. In fact, we have no good roads through this section except east of Danville, but here the roads are in such good shape that it really makes up for the other poor ones in other directions. We have beautiful roads from Danville to Indianapolis, Terre Haute, Crawfordsville, La Fayette, Frankfort and all these beautiful Indiana towns. This road proposition puts me in mind of a parody on the beautiful little song, "Illinois," arranged for male quartette. It runs something like this and certainly tells the truth:

There's a blight upon your name, Illinois, Illinois;
It has caused a world of shame, Illinois, Illinois.
In the spring and in the fall
When we have many loads to haul
We cannot use your roads at all, Illinois, Illinois.

Getting back to the subject again, I will say that the motorcycle interest in this vicinity has not been very zealous till just the last year or so. I began riding in May, 1904, and everyone at first seemed to look on the machine and shy away, saying: "I'm afraid it will blow up," or "I would not ride it for $1,000," or some such remark. However, after two years, my friends began to be convinced and purchased machines. This year more interest than ever is being manifested, and the town is fairly alive with motorcycle talk. We got up a hill-climbing contest May 1st, 1908, and this did more to stimulate the trade than anything else I can think of. We had a hill 1,660 feet long, and it has a double reverse curve, still one machine made the trip in 26½ seconds. For a while after that people talked of nothing else but the great motorcycle hill climb at Langley.

HERBERT L. MILLER,
N. S. U. Agent, Eastern Illinois.

Providence, R. I.

IN regard to motorcycle trade here my business to date this year has increased an actual 35 per cent. My sales have been mostly Indian machines, and I have disposed of about fifty so far this season. These comprise all different models, and I feel sure of putting out fifteen or twenty more. This fall or during the winter I will open up a downtown store and salesroom, as my present location is quite far from the business section of the town. I will then use my present location as a repair shop and keep open evenings and Sundays, my residence being over this store.

I also want to state that the majority of my sales this year have been to a very desirable class of customers, such as business men, doctors, bank clerks, college boys, etc., most of them being men well able to afford a motorcycle. In addition to motorcycles I handle a complete line of supplies and parts, for which there is a ready sale for all useful articles. Yours very truly,

B. A. SWENSON,

New York City.

OURS was the first house in New York City to take up the sale of motorcycles, and we had the agency for the Marsh and Holley eight or nine years ago. We pushed the sale of motorcycles extensively, and although we sold about seventy-five that year we lost about $1,500 and did not take up the sale again until last year, about the middle of July, when we handled second-hand machines. We sold up to the first of January forty-five machines second hand.

We took the agency this year for the Merkel, Armac and Crouch and have devoted the second floor of our building to the sale of motorcycles and supplies. From the first of January until July 24th, we have sold fifty-seven new and 125 second-hand machines, ranging in price from $40 to $175, and nine tricars of various makes.

We are satisfied that the motorcycle business is a great one, and we look for a phenomenal year in 1909, when we hope to see the business conditions better and factories running on full time. We are surprised at the enormous interest taken in motorcycling and the number of inquiries we receive daily for the catalogues from all over the United States, which only goes to show that if business conditions were better, we would be doing considerably more in this line. Yours truly,

E. J. WILLIS,
Pres. E. J. Willis Company.

Boston, Mass.

SO far as the motorcycle business in New England is concerned just now, it is a "waiting game," owing to the fact that this is a manufacturing section of the country and so many factories shut down or running on reduced time it makes the "would-be" motorcycle buyer exceedingly cautious.

There is a wonderful amount of interest in this class of machines. Our large and growing correspondence and many personal calls show to us that nothing but an unforeseen calamity can hold it back. We predict a tremendous rush of buyers the moment good times seem to have a firm footing. Makers who have goods of merit to deliver will find a hungry market waiting for them.

One of the most favorable signs we have noticed is the large number of business men who are taking a decided interest in the use of the machine for riding between home and business and for business purposes generally. Many men are figuring on purchasing machines of power so that with tandem attachments the ladies can ride. We have had dozens of such inquirers. Yours truly,

S. F. HEATH & Co.,
Distributors for Thiem Motorcycles.

Newark, N. J.

REPLYING to your letter of the 23d, would say we have sold about four times the number of machines that we sold last year, and the most popular models are the 3½ single and 5-h. double Indian motorcycles, equipped with torpedo tank and saddle for rear position. Very truly yours,

A. F. BENSON,
Mgr. Sporting Goods Department, H. J. Koehler Sporting Goods Company.

Waltham, Mass.

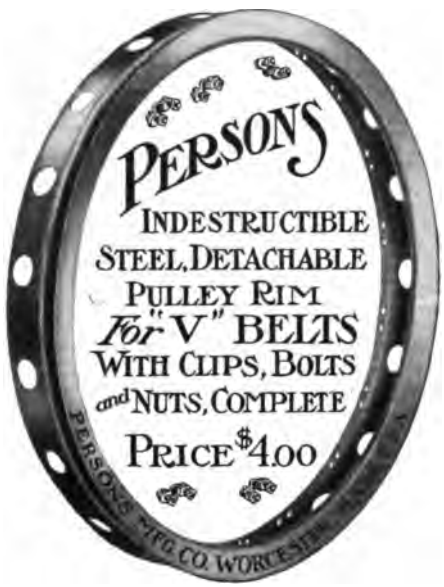
AM pleased to state that my motorcycle business has greatly increased this year over last season. From January 1st to July 15th, 1907, I only did about $500 worth of business, and for these same months this year I have transacted sales amounting to $5,000. I am agent for the Marsh-Metz here, and these machines are proving themselves very ready sellers. Very truly yours,

W. A. ESTES.

MOTORCYCLE

New Belt Rim

WITH the rapid increase in belt-drive motorcycling, the Persons Manufacturing Company of Worcester, Mass., have been called upon to produce a special pulley for model de luxe machines. One of these skeleton steel pulleys was recently sent to New York as a sample, and upon being discovered by Sec. Henry J. Wehman of the F. A. M., was captured by him and put on his own machine.



The entire machinery and equipment for producing this pulley has been designed and built in the Persons plant in Worcester, and they claim that the product combines lightness, strength and ease of attachment to a degree not before equalled. One of its great advantages, in view of the increasing power of motors and the consequent decrease in the size of rear pulleys, lies in its method of attachment. In the past when through accident or long strain it has become necessary for the repairman to replace a pulley of the type riveted by arms, either integral or attached, to the tire rim, the job has been a serious one, involving much filing and riveting, which latter, particularly in hollow rims, was a proposition in itself, especially if in the pulley to be fitted there was the slightest variation in the holes in relation to those in the rim.

In the Persons pulley attachment is made by a series of clips which semi-encircle every other spoke in the wheel, the number of clips used being either eighteen or twenty. Through each end of these clips passes a screw, which, entering the flange of the pulley, engages a square nut, one side of which rests upon the flat of the pulley, in which are bored forty holes. These not only tend to give lightness, both in appearance and weight, but prevent the accumulation of dirt if used on muddy roads. The Persons pulleys are all nickelplated and will be supplied to users at $4.00 each.

A Baby Prest-O-Lite

A MOTORCYCLE gas tank has been gotten out by the Prest-O-Lite Company of Indianapolis, Ind., which has met with an instantaneous response from motorcycle riders. The dimensions of these baby tanks, which are made and filled the same as the larger Prest-O-Lite automobile tanks, run from 4 x 14 inches, with a capacity of 12 cubic feet, up to a size 5 x 13 inches, which hold 20 cubic feet. The smaller tank, using one ½-foot burner, will furnish twenty-four hours' continuous lighting, and the larger tank will burn for forty hours Of course, with a ¼-foot burner the capacity in lighting is just doubled, and from the experience of the riders who have used the tanks the smaller burner is preferable and much more economical.

Anderson Glass Spark Plug

FROM the reports of a number of New York riders who have used them, there is not a doubt but that the Anderson spark plug is one of the finest things ever gotten out in this line for motorcycle riders. This plug has a glass core welded to a steel shell and forming one integral whole that is highly satisfactory. Glass is the very best of materials as a non-conductor of electricity, and is a non-porous body as well; but heretofore it has been supposed that these well known qualities could not be utilized in the spark plug because of the frailty of the glass and its liability to rupture by the explosions incident to the operation of a gas engine.

This has been overcome by the Anderson invention and method of welding the glass to the steel shell. The plug is really a revolution; it solves the long struggle with the ignition problem. There are no loose parts or leaky joints and no absorption of moisture. They say it is the only plug on the market that can be positively relied upon in all cases to avoid premature explosions, as the hotter the engine gets the better the plug operates and the fatter the spark. It sparks every time, all the time, and always on time, and one of the beauties of it is that the rider can look at the spark and explosions taking place within the cylinder through the plug. It is, in fact, a window to the engine. Among the New York riders who use this plug are E. L. Ovington and William Robinson, who are both most enthusiastic over them. Orders for plugs should be sent to W. E. Hutton, 350 Fulton street, Brooklyn, N. Y. Write him for his illustrated catalogue.

Steel Wheels for Motorcycles

FOR several years "Indestructible" steel wheels have been made for automobile use, and now the manufacturers have put them on the market for motorcycle use. They are equipped with Eclipse hubs, and, according to the makers, the Indestructible Steel Wheel Company, 1211 Michigan avenue, Chicago, they have many advantages over the wire wheel ordinarily employed for this purpose. They are not only much stronger and more durable, but their enameled finish is also much more lasting than nickel plating. They are as resilient as a wire wheel and cannot get out of true, while there is no danger whatever of their collapsing or of obstructions getting through them. Protection is also afforded for the tire valve, and means are provided for locking the valve nuts, so that the tire is prevented from creeping on the rim, even under the most strenuous conditions of high speed traveling over any kind of roads. Their ability to withstand treatment that would ruin a wire wheel should recommend them to motorcyclists.

Ovico Giant Pump

ONE of the new Ovico specialties is the "Giant" motorcycle pump, now on sale. This is made up of all brass stock and heavily nickelplated; is light in weight, quick and sure in action. It is 18 inches long, 1 inch in diameter and weighs 11 ounces. The price of the pump outfit complete, including two adjustable clips to fasten it to the frame of the machine and hose connection to fit American or Foreign valves, is only $1.25. They can be obtained from the larger supply dealers or direct from the Ovington Motor Company, 2232 Broadway, New York City.

O-M-C Motorcycle Stand

A LIGHT and compact stand is marketed by the Oberwegner Motor Company of Toledo, Ohio, which weighs three pounds nine ounces, and is very rigid and strong. It can be attached to any machine and locks automatically either up or down, is constructed of steel throughout, and having no separate legs it is impossible to get it into the spokes. The stand operates from one side and is very quick in action. The finish is nickel and enamel, black and royal blue. The clamps are of new design, having a two-point contact on frame which eliminates all danger of tubing crystallizing. The price, complete, is $3.50.

NOVELTIES

N. S. U. Victories in England

A FAIR share of victories should satisfy the users and manufacturers of any first-class motorcycle, but when a machine wins five big events in less than a month, its performances are worthy of more than ordinary notice. This refers to the excellent achievements of the N. S. U. in England during the latter part of April and the first ten days in May. The N. S. U. won the Middlesbrough Hill Climb, the Lancashire Hill Climb, the Birmingham Hill Climb, the Newcastle 5-mile Speed Trial and the Leeds Hill Climb. In the big 5½-mile handicap at Brooklands this machine finished second 3 seconds behind the winner, who received an advantage of one minute at the start. The N. S. U. was also awarded two Non-Stop Certificates in the A. C. U. quarterly trials.

The Duke V Belt

A CHAIN-LINK V belt of excellent design has been gotten out by Dukelow Bros., Chicago, Ill., especially for motorcycle use. Riders who are looking for something new in belt drives should write for the booklet containing the specifications and illustrations of every detail of construction, which the manufacturers will send on request. Several claims of advantage over any belt marketed heretofore are made, notably its long life. It will outwear six ordinary belts, it trebles the life of the pulleys, avoids annoying breakdowns. It cannot stretch, therefore no idler is necessary, and every bit of power is transmitted to the wheels. It affords a perfect grip and no slip, and its good qualities are not affected by wet, dust or grit.

Ideal Oils

ONE of the very few manufacturers of lubricating oils who has devoted exclusive attention to the requirements of high-speed, air-cooled motors as used on motorcycles is W. S. Sheppard, of 21 Lawrence street, Newark, N. J. The name "Ideal," used by this manufacturer, represents a particular compound, which is, and for years has been, manufactured by him alone. The stocks composing "Ideal" oil are made under his own specifications by an Independent Oil refiner in Pennsylvania, and compounded to suit the different type motors. Riders who have used "Ideal" oils have always been highly pleased with them. If your local dealer does not handle this line, write direct to the manufacturer, giving the dealer's name, and he will send you a sample.

New Aluminum Alloy

MANUFACTURERS will probably be interested in a new aluminum alloy, known as Magnalium, which has been brought over to this country recently by M. R. Machol, 32 Park place, New York City. This alloy has several remarkable properties claimed for it. It is lighter than aluminum, its price is but little higher, and on account of its greater strength is but very little more expensive to use. It can be rolled, cast and drawn. Wire drawn from one quality of the alloy has a tensile strength of 41,000 pounds, 10 per cent. reduction of area, and it will stand 53,000 pounds if the raw material has been forged before drawing. Soft rolled sheets have a tensile strength of 42,000 pounds and 18 per cent. reduction of area; hard rolled sheets about 52,000 pounds and 4 per cent. reduction.

The Webster Gauge

A GAUGE for both gasoline and oil tanks has been gotten out by the Webster Manufacturing Company, 251 Causeway street, Boston, Mass. This company has built gauges for automobile use for a number of years, gauges which have been used and are still being used all over both continents. A tank gauge not only indicates the exact quantity of the gasoline or oil supply at all times, but it acts as a preventive of fire and explosions. One can be fitted on any tank in a few minutes' time. The price is but $5.00, and if your nearest dealer hasn't got them in stock write direct to the manufacturers, and they will prepay the freight upon receipt of check.

Motors and Equipment

THE Motorcycle Equipment & Supply Co., of Hammondsport, N. Y., make a specialty of Erie motorcycles and parts, particularly motors and equipment for converting a bicycle into a motorcycle. These motors have the unique distinction of being of the two-cycle type.

The four-cycle type motors have one explosion of the mixture to every four revolutions of the fly-wheels, while the Erie has two explosions, giving it nearly twice the power for its size and weight.

To thoroughly understand the simplicity of the two-cycle motor, you must know how both are operated. In the Erie two-cycle motor, one stroke of the piston draws in a charge of gasolene gas into the crank case the same time another charge of gasolene gas that has been previously drawn in is compressed by the piston in the top of the cylinder. This mixture in the cylinder is then ignited and forces the piston down. This compresses the mixture in the crank case, and when the piston is way down this mixture rushes through the ports in the bottom of the piston to the cylinder and forces out the old burnt gases and is again ready to be fired.

The operation of the other four-cycle type motors is: One stroke of the piston draws in a charge of gas into the cylinder and the piston has to go down and back up again to compress this mixture before it can be fired. After it is fired, the piston is forced down and has to travel up and force out the burnt gas and then travel down and up again before another charge can be fired. The Erie valveless motor makes one-half the number of strokes of the piston for the same amount of explosions that the four-cycle does and gets an impulse every downward stroke of the piston.

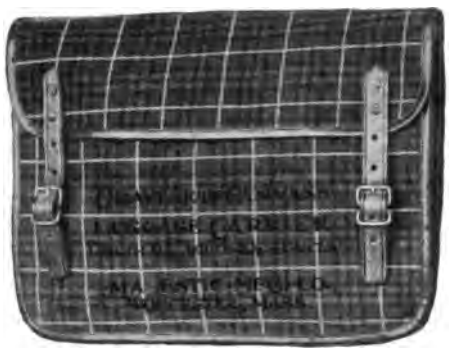
IN Peoria, Ill., Dick Snyder has secured the agency for the Excelsior machines. A. C. Snyder, not to be outdone, has also secured the Thor agency in addition to his line of bicycles and supplies.

New Minneapolis Twin

THE new two-speed, twin-cylinder Minneapolis motorcycle has made its appearance, and is shown herewith. This machine is fitted with the Michaelson two-speed and free engine transmission, and the specifications, except for the engine, are identical with the single-cylinder machine described in a recent issue of MOTORCYCLE ILLUSTRATED. The new machine has been thoroughly tested out and more than meets with the manufacturer's expectations. Cylinders are 2¾-inch bore by 3¼-inch stroke, and the motor is rated at five horsepower. An unofficial mile record of 0.58 has been made with the road gear, and there is nothing that can stall the machine on the low. The speed can be throttled from twenty-five miles on the low gear down to 0. Various gear ratios can be furnished. The regular equipment includes a Bosch magneto and spring fork. The list price is $325.00.

THREE NEW MAJESTIC SPECIALTIES

THE Majestic Manufacturing Company of Worcester, Mass., number no less than four ardent motorcyclists on their board of directors, and are therefore familiar with the needs of motorcyclists. This company has added to its line a number of specialties of considerable interest and value to the trade and sport, especially those who go in for long rides.



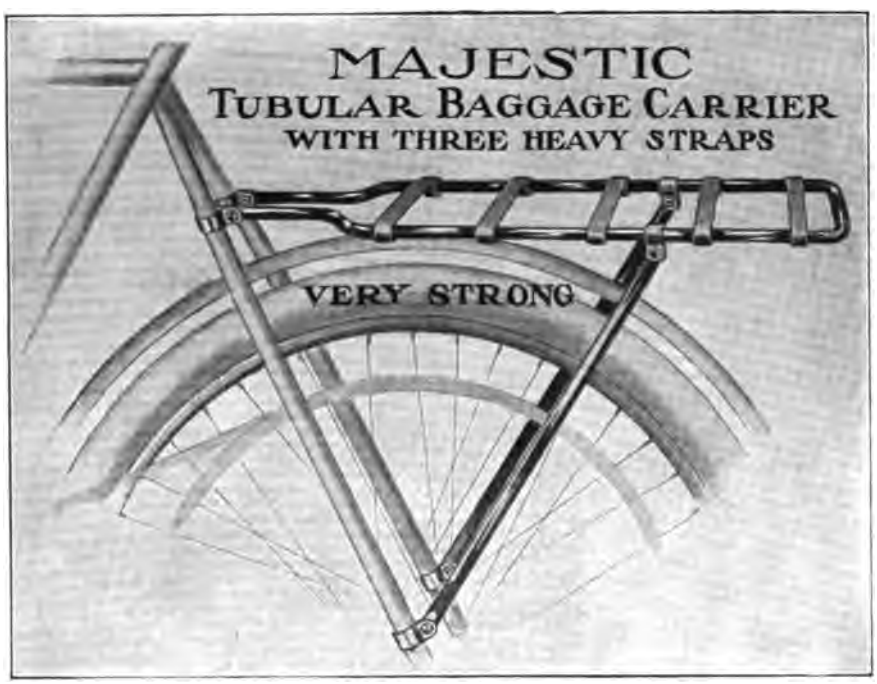
CRAVENETTE LUGGAGE KIT.

The first of these is a stand for motorcycles which possesses new features throughout. An important detail is that there is no extension spring to jump off the studs. Another is that when supporting the machine and rider there is no strain on the axis screw, the entire weight being carried by the stand frame proper. The main feature, however, is found in the manner in which the stand supports the frame and maintains its alignment. Many stands fastening to the lower stays cause trouble by their slipping and allowing the machine to settle down sideways. The Majestic stand prevents this through running a gracefully curved arm to each upper stay, which is straddled, as shown in the cut. No bolts or screws being needed at this point, varying degrees of angles in different frames are automatically provided for.

As a result of his experiences in touring around Europe on a motorcycle one of the members of the Majestic Company has designed a luggage carrier possessing a number of good points. As shown in the cut, this carrier is made of waterproof cravenette, lined with canvas. Flaps tuck inwardly under the apron to prevent loss of small articles. On the lower back is a strap to fasten to the head of the machine. Full length of the carrier across the back and near the top is a wide strip of leather sewn securely, and underneath is a steel strip of a length equal to the width of the carrier. Through this leather and concealed steel strip pass heavy straps for attaching to the handlebars. Vertical leather reinforcements are sewn on the back connecting with the cross strip to evenly distribute the strain. The edges are all leatherbound to give durability. The tourist can easily take pajamas, a change of linen, toilet articles and maps in this carrier, removing same from his machine and carrying as a satchel to his room at night. This cravenette carrier will be supplied by the retail trade at $2.50 each.

Another new product is the tubular baggage carrier, of which a cut is shown herewith. This meets the wants of a variety of motorcyclists whose luggage exceeds what might be called handlebar capacity. This carrier is made of Shelby steel tubing and has five steel plates evenly spaced thereon. The supports are also tubular.

Three stout straps are supplied with each tubular carrier. The steel frame clips and trimmings are nickelplated and the tubes enameled. This baggage carrier retails at $5.00. The value of the pair of stands, the cravenette carrier and the tubular carrier, is $10.25, but as the makers believe all three articles will be wanted by motorcyclists who pride themselves on the quality of their equipment, they will make shipment of the complete set neatly cased upon receipt of remittance, for $8.00.



THE Heitger Carbureter Company, of 208 West South Street, Indianapolis, Ind., are marketing a very light, neat and compact carbureter for motorcycle use. Four manufacturers have taken it up this year and are using it on all of their products, where it has given universal satisfaction. This carbureter has been brought out after a great deal of experimenting, and was marketed only after being thoroughly tried out and tested. Its workmanship and appearance are excellent, and its efficiency is absolutely guaranteed.

ARTHUR J. THOWLESS has secured the Newark, N. J., agency for the N. S. U., and has opened a garage and salesrooom at 257 Fourth street. He can give immediate delivery on any model, and will be pleased to demonstrate or quote prices and give full particulars on application. Mr. Thowless is a clearheaded, up-to-date business man, and his customers are assured of prompt and careful attention. He invites all local riders to drop in and get acquainted with the N. S. U.

After the official returns let's consider the work of the

Excelsior Autocycle

In the NEW YORK—CHICAGO RELIABILITY RUN

The three Excelsiors entered had previously participated and finished in the previous two day run at New York and, without repair or replacement, started from New York on July 6th and finished with

TWO PERFECT SCORES

The only penalty inflicted was one of 10 points for one machine being late at Buffalo

The Excelsior Autocycle WON the GASOLINE ECONOMY TEST and the DIAMOND MEDAL for APPEARANCE and CONDITION at the finish of the run and made perfect scores in the HILL CLIMB. Thus they won both special events and missed a perfect score throughout by a penalty representing one tenth of one per cent. and finished in perfect order and ready for a repetition of the run.

From the standpoint of GENERAL EXCELLENCE, ECONOMY and DURABILITY *The Excelsior Autocycles* were the real winners and again gave positive proof of the

QUALITY THAT COUNTS

Write for our New Catalog. M. C. 22

Excelsior Supply Co. 233 Randolph Street CHICAGO, ILL.

ESTABLISHED 1876

Adams' Light-weight Stand

ONE of the neatest and cleverest of the several motorcycle stands now on the market is that manufactured by the Henry T. Adams Company, 6846 South Park avenue, Chicago, Ill. This little device is instantaneous in action, it being possible to raise the stand with the foot, and when raised it locks itself automatically. It can be let down in the same manner, giving the rider both hands free to handle his machine. It is not necessary, either, to walk from one side of the machine to the other to lower it. When folded, the stand is out of the way, and there is no danger of the rider's legs coming in contact with it when mounting or dismounting. The latch, or fastening device, prevents any rattle, and it is impossible for it to work loose and tear out the spokes. The weight is only three pounds, and yet the stand is perfectly rigid under the heaviest machine and rider.

M. & W. Tires Are Winners

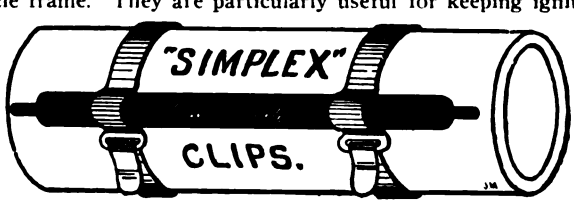
THERE has been a big increase in Morgan & Wright equipment since the results of the F. A. M. Endurance Contest and the New York-Chicago tour were announced. In this last event nine of the twenty machines which started were fitted with M. & W. tires, and of the eleven riders who finished with perfect scores six were so equipped. Two riders covered the entire route without a single puncture, both on Morgan & Wright tires, one set of which had already gone through the 390-mile F. A. M. contest.

Praise for New Departure

JOS. DE SALVO, the well-known motorcyclist, located at 235 W. Jackson Boulevard, Chicago, Ill., has sent to the New Departure Mfg. Co. a splendid testimonial on their motorcycle coaster brake. De Salvo used this brake two and one-half years, during which time he rode about 50,000 miles. All this time the brake was never once repaired, and when taken off was O.K. Another fine test of this brake was furnished on the New York-Chicago run, which at times was gruelling. The only team that made perfect scores—the Indian—were all equipped with the New Departure coaster brake. The New Departure coaster brake catalogue makes interesting reading. Write for it to the New Departure Mfg. Co., North Main street, Bristol, Conn.

Another Simplex Specialty

THE illustration herewith shows the Simplex cable clip, one of the many useful specialties manufactured by the Prospect Motor Company. These clips are made of soft aluminum, and are readily fastened around any part of a motorcycle frame. They are particularly useful for keeping ignition



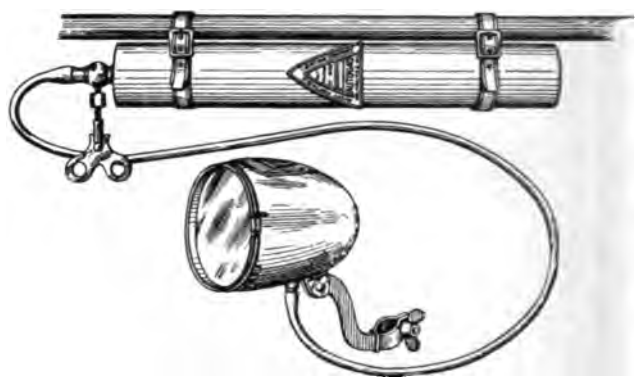
wiring in its proper place, preventing any looseness from vibration and overcoming the deficiency of broken connections from this cause. The price is 35 cents per dozen, and each one may be used a number of times, dispensing with the use of ordinary tape which always looks out of place on a high grade machine.

Peerless V Belt

ON the road, whether for pleasure or business, a great deal of trouble is caused by slipping belts. To eliminate these annoyances the Peerless V Belt has been brought out, and many claims of superiority are advanced for it. It has gone through the mill, and been subjected to the most severe and out of the ordinary tests which could be devised. The belt is constructed of a V-shaped block chain, encased from below by a continuous strip of rawhide, and from above by a sectional strip of leather. Each section is fastened to a link by a bolt passing through. A belt constructed in this way cannot stretch and can therefore be run slack. It has an excellent friction surface, cannot lag, can be run on small pulleys and on short centers. It does away with excessive journal friction and transmits the full efficiency of the motor to the rear wheel without jerk. It is claimed to outlast any two other belts, is made ¾ and ⅞ inches wide and sells at 75 cents a foot. This belt is manufactured by the Peerless V Belt Company, 1541 Lexington avenue, Chicago, Ill.

Autogas For Motorcycles

THE Avery Portable Lighting Co., main office at Milwaukee, Wis., has brought out an Autogas, acetylene storage tank for motorcycle use that has a 15-hour capacity and sells for $7.50. These small tanks can be refilled from a large Autogas tank by the use of a special coupling which is furnished. Motorcyclists have waited long for some such step as this among the gas tank manufacturers, as a reliable source of light supply gives confidence to a rider on the stormiest of nights and over unknown roads. For night



riding a powerful searchlight is absolutely necessary, and running with oil lamps is almost criminal. It is the acetylene storage tank that has made automobile night touring possible and it can render the same service to motorcycling. Write to the Avery Portable Lighting Co., at their main office or at 1229 Michigan avenue, Chicago, or 51 W. 63d street, New York City, for complete information.

AT this time of the year it is the usual thing to shade prices to move stock. This is done by the best of merchants and many fine bargains are obtained during the summer season. Among those who are making a very attractive offer to motorcyclists is the George V. Lyons Motor Co., Broadway and 76th street, New York City. They are offering a limited number of Minerva singles. For instance, a 2¾ h., magneto, spring forks, listed at $265, is offered at $225, a clear reduction of $40, and there are others. And there is nothing the matter with these machines; they are merely a bit shop worn. Call on or write to the Lyons people if you are in the market for a new machine.

THERE is a little booklet gotten out by the Breeze Carbureter Company, 266 Halsey street, Newark, N. J., entitled "Carbureters and Engine Troubles," and every rider should have one. No matter if you do know a whole lot about carbureters, you can still be taught some more, and the Breeze booklet can give you a fund of useful information. It is free for the asking.

THERE are two live agents out in Elyria, Ohio, who are now open for the 1909 products of some of the best manufacturers. They are Dickason Brothers and J. Fletcher & Co.

The Lesson

OF THE

Contests

G&J TIRES

Always Win

Our Motorcycle Booklet Tells About Them. Send For It

G&J TIRE CO.
INDIANAPOLIS
INDIANA

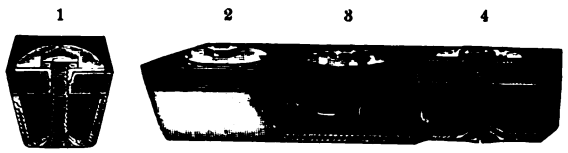
New York—10 W. Sixtieth St.
Chicago—1434 Michigan Ave.
Detroit—256 Jefferson Ave.
San Francisco—414-416 Van Ness Ave.
Boston—110 Federal St.
St. Louis, Mo.—415 N. Fourth St.
Buffalo—912 Main St.
Denver, Colo.—1541 Cleveland Pl.
Philadelphia—713 N. Broad St.
Minneapolis, Minn.—21 S. Second St.
Los Angeles—1010 S. Main St.
Portland, Ore.—80-82 Seventh St.

THE "Peerless-V-Belt"

(PATENTED)

THE BELT FOR MOTORCYCLES

THE PEERLESS-V-BELT is a V shaped Block chain encased from below by a continuous strip of raw-hide, and from above by a sectional strip of leather. Each section is fastened to a link by a bolt passing through

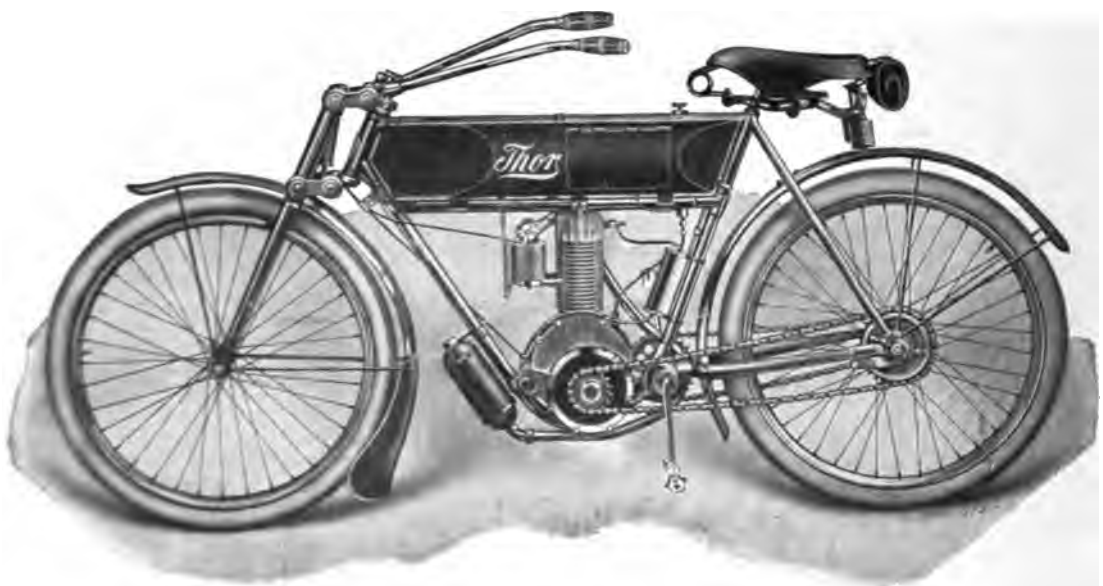


1. End Cross Section of Belt. 2. Side View of Belt
3. Side of Chain Link. 4. Side Cross Section of Belt

We Claim this Belt to be "PEERLESS"

Because it cannot stretch. Its flexibility adapts it to smaller pulleys. IT CAN BE RUN SLACK, thereby avoiding excessive journal friction, and it increases the efficiency of your motor. It is noiseless. Neither water nor oil will destroy it. It will, at least, outlast two other belts, and yet sells at the low price of 75c. a foot. It is made in Sizes of ¾ and ⅞ Inches Wide.

THE PEERLESS V BELT COMPANY :: 1541 LEXINGTON STREET CHICAGO, ILL.



THOR MAKES CLEAN SWEEP

San Bernardino, Cal., July 25th **Winning All 15 Events**

Lowering track record for 5 miles and winning Southern California Championship Cup; thus again demonstrating the superiority of the THOR Motorcycle for SPEED, POWER and RELIABILITY. Demonstrations given. Catalog mailed on request. Inspect the motorcycles that "never disappoint"

CHICAGO SALESROOM:

AURORA AUTOMATIC MACHINERY CO., Aurora, Ill. :: **1470 Michigan Avenue**

New Departure Coaster Brakes

STANDARD FOR MOTORCYCLES

ALL CLAIMS PROVED BY PRACTICAL TESTS

New Departure Mfg. Co.,
Bristol, Conn.
Gentlemen:-
Have used this brake for 2½ years on a
3½ H.P. motorcycle and it never was repaired.
The total mileage was about 50,000 miles. The
brake was in O.K. order when taken from the
machine. Have cleaned and lubricated it only
once each year.
Jos. De Salvo.
Motor Cycles & Bicycles,
235 W. Jackson Boulevard
Chicago, Ill.

READ THE STORY ON THE TAG

It proves the STRENGTH and ENDURING qualities of New Departure Coaster Brakes for motorcycles. ¶ The three machines constituting the "Indian" Team making a perfect score in the big New York-Chicago Endurance Run were all equipped with New Departure Coaster Brakes. This proves the EFFICIENCY and RELIABILITY of New Departures

Write for Catalogue and description to

NEW DEPARTURE MANUFACTURING COMPANY

NORTH MAIN STREET, BRISTOL, CONN.

THE practicability of the motorcycle for every-day use by a business man as a means of travel betweeen his home and office is constantly demonstrated by Geo. W. Sherman, manager of the Light Mfg. and Fdy. Co. He resides in Reading, Pa., and every morning he can be seen starting off for the factory at Pottstown on his Light machine. In the afternoon he returns the same way. Time tables and train connections have no worry for him, except when road and weather conditions are so absolutely bad as to prevent his riding.

THE official report of General F. D. Grant, who was in charge of the maneuvers held last month at Pine Camp, N. Y., has been awaited with a great deal of interest. Motorcycles were there given their first army work in this country, and the report states that their use by the orderlies in carrying dispatches about the camp was entirely successful. The enlisted men were easily trained to handle them, and although the machines were in constant use in a sort of cross country manner as far as Watertown, they behaved beautifully.

MUELLER

Tandem Attachment

Made also with drop frame

Price $65.00

Write for particulars to

L. J. MUELLER

6417 Woodland Av., Cleveland, Ohio

C. O. T. Gum Gum. Ask your dealer how nicely it repairs digouts in your auto shoe. For sale by jobbers. CHAS. O. TINGLEY & CO., Rahway, N. J.

MOTORCYCLE SUPPLIES
SEND FOR CATALOGUE
MOTORCYCLE SUPPLY CO.
MANMONDSPORT, N.Y.

Construction, Management and Care of Motorcycles

40 Pages of Practical Information
Fine for Beginners
25 Cents, Postpaid
MOTORCYCLE PUBLISHING CO.
299 Broadway New York

THIS cut cannot show the strong and individual features of the Diamond Medal Motorcycle, but we will be glad to tell you about them

Better see about the Agency before your competitor gets it

HARLEY-DAVIDSON MOTOR CO.
MILWAUKEE, WIS.

Send a Postal To-day

F. P. PRIAL, Chairman,
Membership Committee, F. A. M.,
299 Broadway, New York, N. Y.

Dear Sir:

I feel that I *ought to* join the FEDERATION OF AMERICAN MOTORCYCLISTS. Please send me particulars.

(Signed) _____

State _____

City _____

Street _____

FOR SALE AND WANTED

FOR SALE.—1908 Indian Twin, as good as new; was bought last month, run 150 miles, Rough Rider grips, Bailey tread tires, Gabriel exhaust horn, two new inner tubes, stant, tools and other spare parts goes with it. Machine is guaranteed. Cost $270, will sell for $200. Box 631, Barnesville, Ohio.

FOR SALE.—6 H.-P. 1908 N. S. U. WHITE ROAD RACER; ONLY BEEN RIDDEN A SHORT TIME. OWNER BUYING TRI-CAR REASON FOR SELLING. C. CARLTON KELLEY, 102 WEST 93D ST., N. Y. C.

A VINDEC MOTORCYCLE; brand new, double cylinder, five horsepower; extra forks, belt, valves, luggage carrier, etc., all, cost $400; will sell for $250; need money, reason for selling. Address Vindec, P. O. Box 230, New York City.

FOR SALE.—One 1908 Indian Twin Motorcycle, Bailey tread tires, tandem attachment and seat; used fifty miles; a bargain; owner sick; $185. W. A. McCartney, Texarkana, Tex.

FOR SALE.—1908 Double-Cylinder Indian; fine condition, run only 600 miles; for description and price address Bert Kingsbury, Ripon, Wis.

FOR SALE.—M. M. Motorcycle, in excellent condition; new tire on front; ridden less than six months. Price, $100. Write at once to Hipkens, Box 232, Syracuse, N. Y.

WANTED.—Motorcycle man, in business in the South, wishes to open a store in the West and would like to hear from some person who is interested and who could put in the necessary capital to start a first class motorcycle and bicycle establishment. Have had Indian agency for three years. First class F. A. M. repair shop. Address "Motorcycle," care of Motorcycle Pub. Co.

Clement Motor
1¼ H.P.

Weight 20 lbs. Speed 30 Miles per Hour

Convert Your Bicycle Into A Motorcycle for $50

Genuine French Clement Motors, complete with nickel plated combination gasoline and oil tank, with pump, coil, carburetor, rear belt puller, idler, belt, levers, etc., ready to attach to any bicycle.

PRICE $50.00

This equipment can be attached by any novice in a very few hours.

These Motors are guaranteed for one year against any defect in workmanship or material and will give perfect satisfaction.

Motors Complete with Carburetor and Fittings, $30.00

Write for Catalogue to-day

Immediate Deliveries

CLEMENT MOTOR EQUIPMENT CO.
1900 B'way, cor 63d St., New York City

25% More Power and Speed

Using

DECARBONIZER

Removes Carbon from Cylinders, Piston, Piston Rings, Valves and Valve Stems—*guaranteed harmless*, quickly used—engine always in prime condition. Quart can, $1.50. Discount to the trade.

CENTRE-FIRE SPARK PLUGS

Ignition in Centre of Compression, saves gasoline and worry and adds not less than 10% power to engine.

NEVER SMUT. Samples, $1.00

GENERAL ACCUMULATOR AND BATTERY COMPANY
108 2D STREET, MILWAUKEE, WIS.

N.S.U.

The World's Best Motorcycle

FORE-CARS and SIDE-CARS

N. S. U. 1¾ H.P. MOTORCYCLE
(Light weight) 75 lbs. only, with Magneto Ignition

Advantages: Light weight. Easy starting and handling. Efficient and reliable. Simple Control.

There are over 14,000 riders of N. S. U. motorcycles. Every rider will testify that this machine runs with absolutely no trouble, and at less expense than any other motorcycle. The N. S. U. won three Gold Medals in the F. A. M. Endurance Contest—during the entire run not one of the N. S. U. riders found it necessary to make an adjustment or turn a screw. There is a reason for this, and the reason is that the N. S. U. is constructed of better material, by the best mechanics, in the largest factory of its kind in the world. Why ride an ordinary motorcycle? Ride the World's Best—the N. S. U.

Magneto Ignition on all models
Two-speed Gear with free engine if desired. Shamrock-Gloria Belts
N. S. U. Patent Belt Fasteners
Peter Union Tires

N. S. U. MOTOR COMPANY

206 West 76th Street, New York

THE AUTO-BI

Wins First Place in Five Mile Event at Wilkes-Barre, June 20

The *highest* grade Motorcycle built. It is so simply constructed anyone can handle it with ease. Three horse power, controlled with one hand, standard batteries, single piece crank shaft, Auto-Bi chain belt drive, truss cushion forks, 2½-inch G & J Tires and hollow steel rims—in fact every thing that constitutes the ideal mount for any kind of use. Not to know the AUTO-BI is evidence that you are not up to date on Motorcycles

LIVE AGENTS WANTED

THE AUTO-BI COMPANY, - - 1500 Niagara Street, Buffalo, N. Y.

RESULTS COUNT

Three Single Cylinder Merkels entered in the F. A. M. Endurance Run

TWO PERFECT SCORES and

GOLD MEDAL for the Highest Honors for Single Cylinder Machines ridden by a Private owner **NEVER LATE**—Ascended all hills without assistance. Also WON many events and highest honors previously at Providence, Cleveland, Washington, etc., etc. SPRING FRAMES and BALL BEARING Motors helped do it. **Power, Speed, Comfort, Reliability,** all the time in a **MERKEL** Spring Frame Motorcycle with Ball Bearing Engine

MERKEL MOTOR CO., 26TH AVE., MILWAUKEE, WIS.

REPRESENTATIVES:

Pacific Coast: Ollier & Worthington, 1030 So. Main St., Los Angeles, Cal. Chicago and Cook County, Ill.: I. H. Whipple, 260 W. Jackson Blvd., Chicago. New York, Jersey City and Long Island: E. J. Willis Co., 8 Park Place, New York City. Brooklyn, N. Y.: John Pfleiger, 1604 Bushwick Ave., Brooklyn, N. Y. Cleveland and Northeastern Ohio: L. J. Mueller, 6417 Woodland Ave., Cleveland, O.

THE MUD LARKS
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Arrived in Chicago on Time

The motorcycle that received the MOST SEVERE TEST in the New York to Chicago Reliability Contest, was the "LIGHT." A six hour's delay, caused by accidents, compelled the riders to drive their machines through RAIN and MUD. They succeeded in catching, at Buffalo, N.Y., the main body of tourists who had been favored with continual clear weather and dry roads.

The terrific speed maintained in the chase over these rough and muddy roads proves that the "LIGHT" MOTORCYCLE is a machine of QUALITY. **To be RIGHT—Ride a "LIGHT."**

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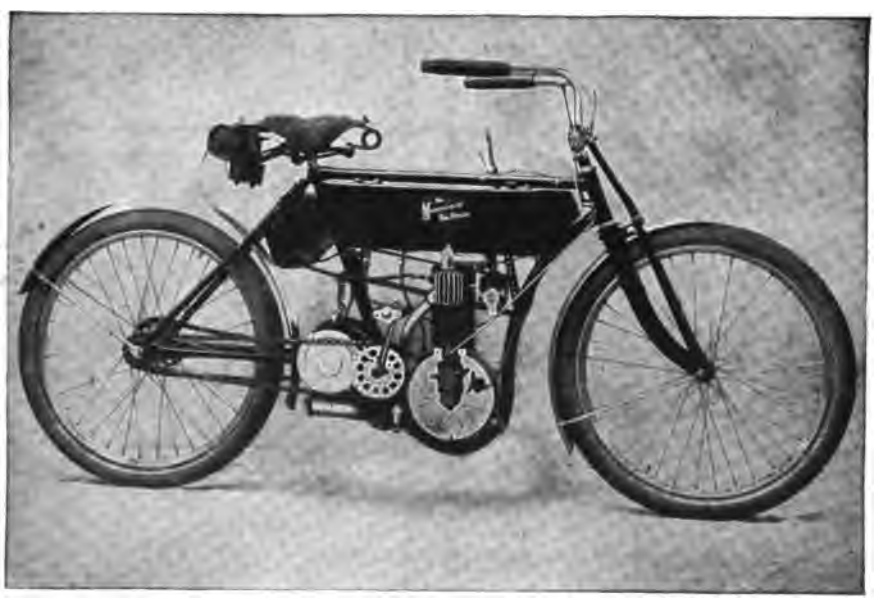
It Climbs hills on rough roads that no other motorcycle can climb



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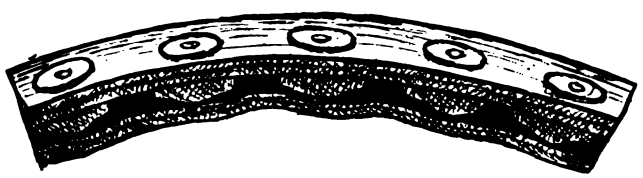

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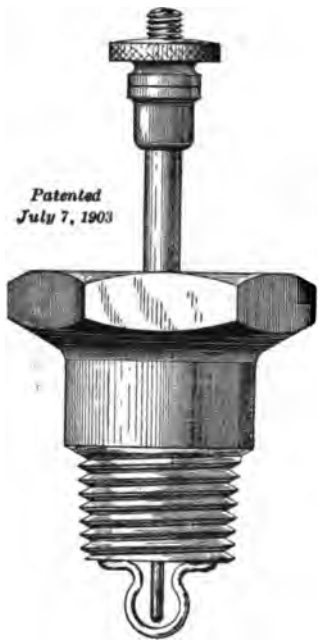

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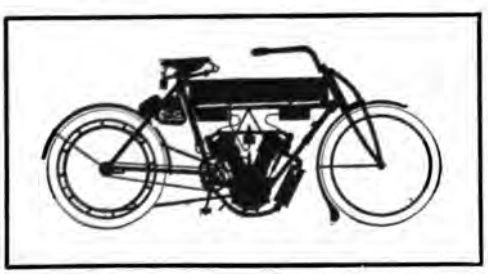

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Cleveland Spark Plugs consume the carbon before it reaches the insulation surface, and the sparking points are swept clean by the rapid action of the gases during each explosion, absolutely preventing the possibility of a short circuit.

Write for our printed matter and investigate our claims. We guarantee satisfaction.

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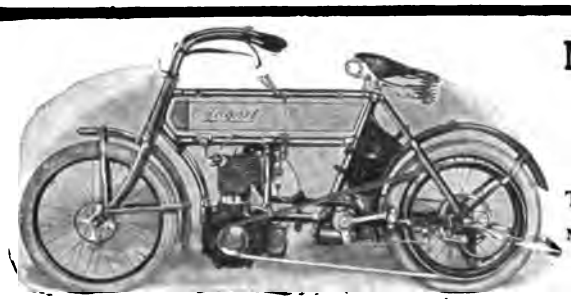

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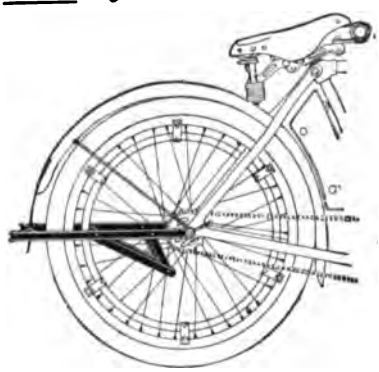
Fits any Motorcycle



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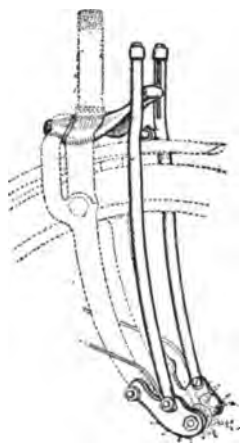

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Vol. III August 15, 1908 No. 10

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MOTORCYCLE ILLUSTRATED

Vol. III. No. 10 August 15, 1908

PUBLISHED BY THE MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK CITY

MY FIRST MOUNT

I WISH to state at the very beginning that the following is absolutely a true story and actually did happen, for I was there and "felt it." I was always of an inventive turn of mind, something of a mechanic, electrician or jack-at-all-trades, and when I saw during the year 1900 the first catalogue explaining the "how and wherefore" of a motorcycle, I instantly became very much excited and felt absolutely sure that I could make one. I proceeded forthwith to lay aside as much motorcycle knowledge as my already much cramped cranium would safely hold, likewise a few dollars each week from my small salary as general utility boy to Mr. ——, one of the smartest lawyers in my city, with the end in view of buying a set of "castings and blueprints with the necessary instructions," to make a motorcycle of my own at "small expense."

Let's skip over the months of study and toil, with a very slowly (entirely too slowly) growing stock of dimes, halves and dollars safely hidden under the house on top of one of the pillars, which I proceeded to count about twice a day, and get to the point where I actually did save $17.00 and sent it off, together with my order, for one "complete set of castings, blueprints and directions" to make a 1¼-horsepower motor. (I never once thought it might possibly take a couple of bicycle wheels, a frame, tank, batteries, coil, muffler, carbureter, spark plug, belt, etc., etc., in order to make a motorcycle.) I lived on pins and needles, remembering each day that I had failed to specify this and that in order to facilitate or expedite shipment correctly, until one fine noontime in April, on entering my home for lunch, I found the much-looked-for express package. I also found that I owed mother $2.35 express charges from Chicago.

It is needless to say that I swooped down on that package like a hungry newsboy onto a sandwich, and in the course of a very few moments had the blueprints, miscellaneous parts of castings, etc., etc., scattered all over the floor. It is hardly necessary to state that I did not go back to work that afternoon, having mother (God bless her!) to tell a little fib over the 'phone for me, to the effect that I was feeling indisposed and she would let me stay at home that afternoon. Proceeding to my little workshop in the yard, I proceeded to "pore" over the blueprints for a full three hours, with the satisfaction of being worse off than when I started.

The outcome of the blueprints and castings was that I paid a friend machinist another hard-earned (mostly borrowed from mother) $10 to have the parts machined to fit, and at the end of April or early in May I had the satisfaction of possessing a motor. But where was my motorcycle? In a sort of dazed way I gradually woke up to the fact that I was as bad off as at first and was still with nothing to "ride me," so I proceeded to look up catalogues bearing on wheels, tires, frames, coils, batteries and the other necessary "parts" to complete a motorcycle (learning their names from many finger-marked catalogues which were coming in from all parts of the United States at the rate of about two each mail), and figured up that the outfit would cost, to my horror, at the lowest estimate, $61, without expressage. I was so downcast over this discovery that for a day or so I ate nothing, and my mother, noticing that something was wrong, asked me how my motorcycle was progressing, to which I broke down and cried—yes, cried, telling her that it would cost me about $75 more to get the "parts" to make one (I had a vivid recollection of what "parts" meant), and that I supposed I would have to wait until I could command more salary, as it would take me several years to save that much money. My dear mother looked at me with a kindly smile and said: "Never mind, Ernest, we'll see if we can't make arrangements to get that much money (I knew what that meant), so you can get the other 'parts.' Do you think you could assemble them if you had them?" To which question I replied that I was absolutely certain that I could, for I had learned so much since I had started on my machine that I could tell her exactly how many bolts and nuts I would have to use in order to make it safe, etc., etc. I thanked my mother very kindly and proceeded to go to bed and lay awake all night, dreaming of what a fine ride I would have over that mountain road, which I always dreaded on a bicycle, because of the steep grade, just as soon as I got my other "parts." I eventually dropped off to sleep near daybreak, with visions in my dreams of coat tails flopping behind me and—well, it was rather mixed then and hard to describe intelligently now. But to get back to the subject. The next morning my mother told me she would lend me $75 provided I would agree to stay in at nights (a funny question to me at that time), and would pay her back so much per week out of my portion of

my salary, to which I very joyfully consented. (I would have consented to anything just then to get those "parts.") After much promising I was told to go ahead and order what I absolutely needed, getting same as cheaply as possible and having it sent C. O. D. to our home address. Picture the letters I framed up and sent off during the next hour or so, can you? Tires, wheels built up, a frame, carbureter, coil, plug, battery box, muffler, etc., etc., were all ordered with many requests interjected to "please ship by next express." In the course of ten days or so of anxious waiting (it seemed like a year to me then) packages began to arrive, C. O. D., from $1 up, and inside of ten days from receipt of the first package all were in and I was in the seventh heaven of delight assorting and getting them ready for assembling.

Understand me, when I say that I did not know a spark plug from a carbureter, or a coil from a muffler (and some of the parts were not marked either), so you can imagine my appearance early in the mornings, at noon and very late at nights getting those "parts" assembled. Mostly alone, but sometimes with mother for company (all others absolutely excluded), at which times she would scold me for working so hard. I never heard a word she said until she would say: "Do you hear me?" then I would answer: "Yes'm," and go ahead.

To make a long story short, I worked on that pile of fittings from about the last of May (I lost track of time) until sometime in early July—at night, morning, noon, all day Sunday, and holidays, which I took, before I got everything together, having to put up and take down many, many times before I eventually figured this and that out and got it in its right place. I would like to state here, in order to make this clear, that I was the first boy in our city who owned or had even seen a motorcycle, consequently there was no one to ask for advice, not even an automobile man, as there was nothing but a little steamer here then, and it attracted a larger crowd than a circus when it stopped anywhere.

I will never as long as I live forget my feelings the first time I jacked up the rear wheel out in the yard and "fixed" everything so that, according to my judgment, it would "start." I was sitting right over a tank of gasoline, about which I had read so much of explosions, had a BIG 1¼-horsepower motor between my legs (which were bowed like an old Indian's, for fear they would get blown off, and shaking so badly I could not pedal the machine for the life of me) and was actually going to "turn it on" as soon as I could muster up enough strength to turn the machine over against compression. I eventually got it over a time or two, but "no go," and as it persistently refused to start, I got bolder, in view of the fact that it did not explode, and after much adjusting and changing of this and that I finally got a few weak little explosions, which were the sweetest music to my ears that mortal ever heard. I actually sat right down and half laughed, half cried for joy, with mother and several friends looking on from behind various points of vantage, at a safe distance.

In the course of a few moments, I succeeded in getting the carbureter properly adjusted and the wiring properly connected from coil to batteries and to the plug, and the engine turned over faster and faster as I advanced the spark lever. I was simply "wild" to take a long ride, and notwithstanding the pleadings of my mother to stay around close so she could have one of the servants to watch me (and bring in the remains), I proceeded to start for that mountain road to see how it felt to go up without pedalling, about which I had dreamed so often. Everything went fairly well, and with but slight assistance from the pedals in some places I succeeded in climbing a road which I have since found to be 15 per cent. grade (pretty stiff), and stopped on top, about three miles from home, feeling like a king, tingling all over with "just something," and laughed long and loud all to myself. Then I looked her over, talked to her, and laughed some more.

So far everything had worked far beyond my fondest expectations, and I was treading way up in the air above the tree tops. After a short rest and another inspection, I proceeded to mount and start off down the mountain with the engine coasting, and the machine going faster each moment. There was a pretty sharp curve in the road, and, remembering it, I proceeded to back pedal to slow up a little. Then, horrors! the pedal chain was off the sprocket and the coaster brake was absolutely no good. The machine was going faster and faster each second, and me nearing that curve. There was nothing to do (that I could think of then) but hold on and trust to Providence to negotiate the turn and have a clear road to the bottom. This I proceeded to do to the best of my ability, but when I struck that curve I was off the saddle and my heels were flapping around in close proximity to the spokes in the rear wheel, and my stomach was trying to "sit" on the saddle in an effort to "get off" and still hold on to the precious motorcycle. Just as I thought I was going to negotiate it all right a young yearling, which was grazing on the roadside a few rods down, decided she would cross over onto the other side in that leisurely fashion so common in cows, disregarding all my shouts of "Huay! huay! Sick 'em! etc., and the last thing I remember was my front wheel hitting her about amidship and me turning loose and wondering if I would hit on something soft or not. I came to in a few moments on one side of the road, about fifteen feet from my motor, which was on the other side with a broken pedal and bent handlebar. The yearling, over on the other side of the road, gazed at me and voiced her disapproval with a long-drawn b-a-a-h.

Since that trip I have ridden thousands and thousands of miles on all makes of motorcycles and over all kinds of roads, having various and sundry mishaps, but when I go over the mountain road with friends I never fail to point out about where I "hit."

BIRMINGHAM.

IN connection with the present anti-noise crusade being carried on in New York City by Police Commissioner Bingham, motorcyclists and automobilists who ride with open mufflers have received their fair share of attention. The muffler cut-out is classed with jangling bells on ragpickers' carts, the little German bands, and the shouting of the thousand and one different vendors in the streets. It is a nuisance and an offense against the public ear, and New York's policemen will hereafter be on the lookout for offenders. Horns and sirens are also in disfavor—that is, their unnecessary use is.

WAR has been declared on speeders by the supervisors of Nassau County, L. I., who authorized the purchase of two motorcycles with speedometers attached, to cost not more than $450, on August 3rd.

A SIMPLE little trick that is practised abroad by nearly every rider, and one that has never been in vogue here, is to carry cleaning rags in the lamp. In this way two birds are killed with one stone: the rags keep the reflectors and glass clean by preventing dust from entering the lamp, and are readily available at any time for wiping the dirt and dust from the machine.

CEDAR FALLS, Ia., has taken action against the speeding of a few riders of motorcycles in that city. Several young men have ridden their machines through the streets recklessly, and now that the attention of the law has been focused upon the subject it has been discovered that motorcycles as well as automobiles must register and take out a license number.

THROUGH THE END-TO-END TRIALS ON AN INDIAN

By T. K. HASTINGS

WHEN the steamship St. Paul cast off her lines in New York on July 4th, I started on my second trip across the Atlantic for the purpose of riding in that most classic of motorcycle events, the Six Days Reliability Trials of the Auto Cycle Club of Great Britain.

The course arranged for the trial this year was from Land's End, in Cornwall, to John O'Groat's House, the most northerly point in Scotland, thus traversing the extreme length of the greatest of the British Isles, a distance of 893 miles. I did not anticipate any particular difficulty in my undertaking, for, with my experience upon American roads, and my knowledge of English road conditions, gained in my 1,000-mile ride in the 1907 Trials, I had no apprehensions as to my mount carrying me through the present contest quite comfortably; but there was one condition which I had not reckoned upon, and that was the climate. Not that the weather conditions made any material difference in the result, as far as I was concerned, but the heavy rains experienced during five days out of the six made this year's competition the severest test to which motorcycles have ever been submitted in England, and it certainly was the worst trip I ever undertook anywhere, but the details will come later on.

The voyage over was pleasant but uneventful, and on landing at Plymouth I made haste to Penzance, of "Pirates" fame, the rendezvous before the start, where the welcome I received from the motorists already assembled, many of whom I had met under similar conditions last year, quickly dispelled any feeling that I might have had of being in a strange land.

Early the next morning I began my preparations for the contest, and willing hands assisted me to unpack my twin-cylinder Indian and do the small amount of assembling necessary to put it into running order. I soon let my fellow competitors hear the quiet way in which my well balanced machine ran, and after a little trial of about a quarter of a mile, so well satisfied was I with its performance, and so confident of its quality, a confidence resulting from long experience under all kinds of conditions, that, without further delay I turned my machine over to the judges to seal and keep under their supervision until the hour of the start. I may say here that my mount was a regular 5-h.-p., twin-cylinder, stock machine, fitted with the well known Bosch magneto and Bailey Tread tires. In no way did it differ from the regular model, and it received no special preparation for the run in any way.

ONE OF THE STIFF CLIMBS—SHAP FELL
ALL ALONG THE ROUTE THE VILLAGERS TURNED OUT TO GREET US

OVER THE GRAMPIAN HILLS
LEAVING LAND'S END—THE FIRST STARTERS

FIRST DAY.

MONDAY, JULY 13—LAND'S END TO TAUNTON, 152½ MILES.

We were all astir early Monday morning, anxious to ride to Land's End, 10 miles distant, where the official start was to take place. The weather was fine, but soon threatening clouds began to collect, and it became evident that the rain was not far off.

Promptly at 8 o'clock the first lot of six competitors was dispatched on the long journey, and the others followed at intervals. My number was 38, and it was 8.05 before I got the signal to go, and with a bound my Indian responded to the spark and I was off, with everything running

MISS HIND, ENGLAND'S MOST STRENUOUS MOTORCYCLISTE

smoothly. All the morning it rained, but the showers apparently were keeping ahead of the body of riders, for I found only muddy, greasy roads; but these gave me no inconvenience, for my Bailey Tread tires held with bulldog tenacity. Just beyond Bodmin was a long, stiff hill, the surface of which was so greasy that many competitors could not climb it, but I experienced not the last trouble in getting up, and I may say here that under every condition throughout this trip, whether up hills or on the level, my little American machine was the equal of any foreign machine among the fifty-eight started, and results proved it the superior of many.

On our arrival at Launcestown, where lunch was served, so great an assembly had turned out to see the competitors that it was necessary to have the police clear the road. The afternoon run was without incident, and I arrived at Taunton in good season.

SECOND DAY.

TUESDAY, JULY 14—TAUNTON TO WARRINGTON, 199¼ MILES.

The morning was fine, not a cloud to be seen, but these conditions did not continue, for again heavy showers had prevailed ahead of us, and the roads were greasy. Nine miles from Bristol was Red Hill, the first of the hills upon which observations were to be taken upon the performances of the contestants, for there were no timed hill-climbs included in this year's trials. Red Hill is reached after a long climb up a mountain side, and is severe chiefly on account of its length, for it is over a mile long, with grades of from 1 in 10 to 1 in 15. This, however, was nothing to my Indian, and it flew up like a bird, winning the record by the A. C. U., "T. K. Hastings, 5-h.-p. Indian, Good." Just after leaving Bristol I had my first mishap, when a bright, new horseshoe nail pierced my tire, making two holes in the tube; but my delay was slight, for in eight minutes I had in an Empire Butt-ender, and was away after the other riders.

After lunch there were more hills, and the road surface was what the riders over here call rough, but I had no difficulty, although some of the riders could not mount the grades. It now began to rain very hard, and the force of the storm was so great that it was necessary to remove our goggles in order to see the road. It was during this storm, which continued until the night control was reached, that the water which had soaked me through, stopped my watch, and I had no means of determining the correct time to go to the control. As a result I checked in eight minutes too early—an Indian habit—and consequently lost eight points from an otherwise perfect score.

THIRD DAY.

WEDNESDAY, JULY 15—WARRINGTON TO MOFFAT, 158¾ MILES.

A clear sky overhead again for our start, but the riding to Preston was the roughest we had encountered. To an American, however, it was quite a good surface. At this place there was a tricky bit of route, for before reaching the town there was a fork in the road, with a signpost marked "4 miles to Preston," pointing straight ahead; but I, fortunately, noticed one of the A. C. U. arrows pointing to the fork, which was the official way to the checking station, while those who missed the arrow had great difficulty in finding the check.

Arriving at Kendal for lunch all hands began to discuss the difficult climb that confronted us in the afternoon run, the notorious Shap Fell, which appears to be the dread of all English motorcyclists, and a quiet smile went around in anticipation of my discomfiture, but again the Indian fooled them. Out of Kendal we had a steady ascent of the mountain side of 13 miles, when I came upon the vanguard waiting at the foot of the last steep rise for their engines to cool. I looked at the road which narrowed to a thread to the sky, where it disappeared over the summit of the mountain, but it was the length rather than the grade that impressed me. Still it did not strike me as very formidable. With the crowd watching to see what the Yankee machine would do, I soon started again, keeping an eye on the "Jones," which shortly registered thirty-seven miles an hour, and gaining all the time. Several competitors were passed, and when I got a clear road I opened her up, and when the Indian disappeared over the summit she was doing a good forty-five to the hour. The comment of the official observer on this hill was, "Conspicuously good," a verdict pronounced on less than a dozen out of the entire company.

The weather remained clear nearly all day, but when a few miles from Moffat, the night control, the rain again came down heavily and we arrived cold, hungry and wet through, but with perfect score on the Indian.

FOURTH DAY.

THURSDAY, JULY 16—MOFFAT TO PITLOCHRY, 137¼ MILES.

When we awoke the rain was falling fast, as it had been all night, making the outlook anything but pleasant, especially as we were to begin with ten or twelve miles of uphill work, with a rise of 650 feet. The going was bad—grease, slush and mud, and a route through a colliery district that covered us with plasters of black coal dust. We lunched at Stirling, and afterward it was rain, rain, and

CARRYING THE STARS AND STRIPES TO JOHN O'GROAT'S.

then more rain, all the afternoon, while the mud in some places was several inches deep. Notwithstanding these miserable conditions I arrived at the night control at Pitlochry on time, and with a perfect score once more.

FIFTH DAY.

FRIDAY, JULY 17—PITLOCHRY TO TAIN, 134 MILES.

We started Friday morning with a sky as clear as a bell, little dreaming of what we were destined to encounter in crossing the Grampions, and, indeed, the entire remaining part of our journey. The weather continued fair until we reached Struan, where the mountain climb commences. The rise was very gradual until the summit was reached, at Daluaspidal, at an elevation of 1,500 feet. The country in this mountain region is barren and desolate in the extreme, and while the roads are not as good as in England, they would be considered by no means bad by an American. It was now raining very hard, and it was extremely cold. At times the rain was so heavy and cold I thought it was hail, and the water rushing down from the mountains covered the road to such an extent that one could imagine he was motor boating instead of cycling.

This was the severest portion of the trials, and, in fact, this day was considered to be the most severe test ever experienced in Great Britain. After twenty miles of such riding as required the greatest pluck and determination, we arrived at Inverness, the lunch control, after a morning's run of about 88 miles. The weather conditions were so adverse that the officials concluded to waive the minimum time limit for the afternoon in order to give the men an opportunity to clean their machines on arrival and make themselves more comfortable, and permit the remaining forty-six miles to be ridden at will. It was still raining hard when the starting signal was given after lunch, and although I knew nothing of the roads ahead, I let the Indian go, and made the night control at Tain in one hour and forty minutes, pretty fair going considering the weather and road conditions.

SIXTH DAY.

SATURDAY, JULY 18—TAIN TO JOHN O'GROAT'S, 111½ MILES.

This, the last day of the trials, opened with a heavy north wind, which made riding most disagreeable and tiresome, especially as from the start the route led steadily up hill. The rise up the Ord was gradual in some places and stiff in others, to a height of 750 feet above the sea, but my Indian climbed steadily without a stop for cooling until we were held up at the summit by the officials. After a short stop here we were sent on at one-minute intervals to the famous Berriedale hill, four miles further on, which distance had to be covered without a dismount that the hill might be taken under ordinary touring conditions. This hill was the third of the "observation" hills, and is severe both as to grade and conditions. At the start there is a grade up to and across a narrow stone bridge, immediately after crossing which there is a right angle turn to the right, with a ditch on each side, into one of which some of the competitors slipped on making the sharp turn. Then follows a stiff grade for half a mile, with a sharp hairpin turn to the left, which is banked the wrong way, the whole making an unusually trying ascent for both man and machine. My Indian again proved itself equal to the task, and with my Bailey treads holding firmly I went up without having to put the machine to the last notch. The official observers on this occasion made the note, "Very creditable performance, Hastings, 5-h.-p. Indian."

After Berriedale the way led down hill to Wick, where the dinner check was found, and after lunch the competitors were sent on to Keiss, six miles from John O'Groat's, where a stop was made to await the arrival of the officials in their automobiles, which we were obliged to follow to the finish in the order of our numbers to the finishing point, where ended the severest test ever imposed upon the motorcycle, and the most notable run ever instituted by the Auto Cycle Union.

In this event, with my Indian, I qualified with 992 points out of a thousand, thus winning the gold medal and certificate awarded for consistent and reliable performance. All competitors making not less than 900 points were entitled to this award, and my loss of eight points was the result of too good running, not of any mishap or accident, unless the stopping of my watch is considered as such.

The total number of starters in this event was fifty-eight, of whom thirty-seven gained the gold medal for perfect performance. Five others gained silver medals and six bronze medals for finishing the run, although without a clean score.

Too high praise cannot be given for the thoroughly excellent way in which this great event was managed, nor for the fairness of the officials on every occasion; and, personally I can testify in a most appreciative way of the hearty hospitality and good fellowship which I experienced on every hand, and which has left me with the pleasantest remembrances of the occasion, notwithstanding the discomforts occasioned by the unusual and unfortunate weather conditions.

PROVIDENCE BOYS HAVE JOLLY TIME

A RUN to Lake Pearl was made on Sunday, July 26th, by the Providence Motorcycle Club, which proved to be one of the best attended and the most pleasant outings the riders have had. The boys were out for a good time and had it.

Lake Pearl is provided with an eight or ten-lap dirt track or cinder path, and on this the members tried to outdo each other in riding slow. Rules were: Motors must be running, and no pedalling allowed. The first race was two laps, and was run in eight heats owing to the large entry. It was won by E. F. Sears, time 6.30; second, F. Labonte, time 2.25; third, Charles H. Western, time 2.15. Other starters were Fred Ennis, D. V. Riley, J. G. Edwards, William Sears, H. Robinson, G. A. Gove, J. A. Pratt, E. L. Buffington, J. B. McLoughlin, Jesse Shaw, Klaus Olsson, V. W. Page, Arthur Dyer, Charles Holander and Aug. Hanson.

Second race, distance one lap, won by E. L. Buffington, time, 4 min. 15 sec.; second Fred Ennis, time 3.18; third, J. B. McLaughlin, time 2.57.

After the races dinner was served in the dining hall, and after dinner cigars (B. A. Swenson's own brand) were enjoyed. The boys then lined up for a potato race, four heats and a final being run. The first heat was won by J. B. McLoughlin; second heat won by William Low; third heat won by Charles H. Westcote; fourth heat won by J. B. Edwards. Final heat won by J. B. McLoughlin, William Sears second. After the potato race the party entered the dance hall and songs and piano playing by D. V. Riley and Mr. and Mrs. W. W. Scott, under the direction of "Stage Manager" V. N. Page, was enjoyed. The party included two Indian tricars, Mr. and Mrs. William W. Scott in one and Mr. and Mrs. B. A. Swenson and son in another. About 100 riders attended this outing.

SANTA MONICA, Cal., recently enacted a speed ordinance which its merchants have found has acted as a boomerang. Two or three arrests were made recently, and now riders are giving the town a wide berth.

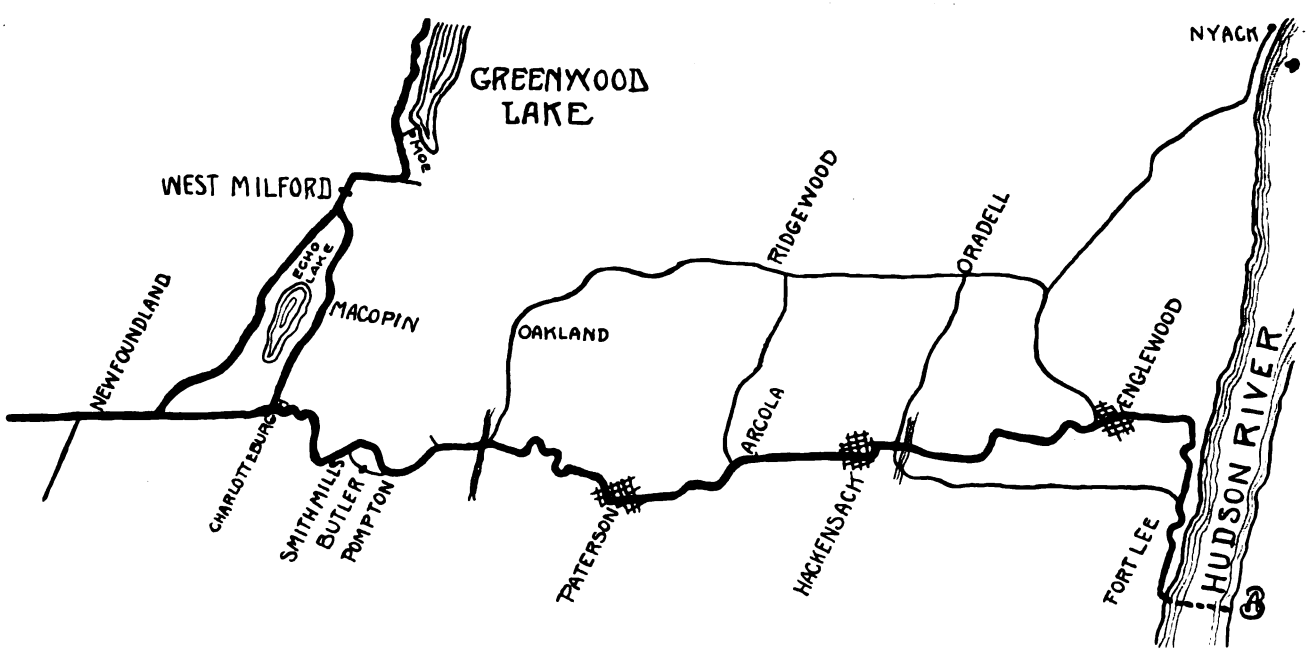
CHAPEL ISLAND, GREENWOOD LAKE.

A PLEASANT JAUNT TO GREENWOOD LAKE

ONE of the most pleasant and enjoyable trips in the vicinity of New York is that to Greenwood Lake. The roads are ideal, mostly macadam, and the six miles of country roads encountered at the end of the journey are rolling and hard, but just at this time of the year are rather dusty.

Take the 130th street ferry to Edgewater. Turn right after leaving the ferry house and proceed along the shore road to the famous Fort Lee hill. The left fork at the top of the hill was avoided, as crushed stone covers the road here and a mile of loose stone is also found in the vicinity of Leonia, so keep straight ahead, winding along the top of the Palisades to Palisade avenue, Englewood. Turn here (you can go no further) to your left, and continue down a series of hills into the city of Englewood.

Cross trolley and then railroad tracks and continue to big, gray wooden church on your left. Take left fork, past tennis courts and baseball field of the Englewood Field Club (on left), continue short distance, turn right and, bearing right, again turn right, riding over fine roads to Teaneck. Turn left over Teaneck road to Phelp's ruins (on right), where turn right up grade and down again. Be careful of the hog backs and the railroad crossing; they are both liable to unseat you. Continue straight on to Anderson street bridge, Hackensack, cross same, continue straight out Anderson street to railroad crossing.



Just after crossing railroad (station at right) turn left on Linden street, one block, then right on Passaic street. Continue on Passaic street with trolley, up short hill to Arcola and at the Old Mill turn left over bridge, bearing

right and turning left up grade, continue straight on to Warren Point (railroad). Cross bridge over Passaic River onto Broadway, Paterson.

Continue up hill with East Side Park on left, with trolley tracks, to end of Broadway, turn right on West street, follow trolley, bear left up hill, continue over cobbles (trolley turns off, do not follow), straight upward, changing to macadam and then down hill over bridge. Straight away, turning right up winding hill, bearing left at the top, then right. Right again between red stone rocks and continue on main road to Pompton (gasoline at the Norton House). Continue over bridge and at beautiful residence, with gray picket fence, on left, take left fork. A signpost points to the right to Greenwood Lake, but ignore this.

Continue on the left road, signpost reading "Newfoundland 12 miles," through the village of Pompton, crossing railroad tracks, and then after a short distance turn right over bridge and railroad tracks. Then left and straight away to Bloomingdale. At the fork at hotel take right, left grade, turn left to and over bridge, passing mills (on right), continue, crossing railroad twice, to Smith Mills. Up grade and bearing right at top, continue over winding road past Newark Reservoir and watch for sign reading "Echo Lake, 2 miles." You may either turn here or two miles further on at a sign reading "Idle Ease Inn."

Turning at Echo Lake signpost to right, continue over railroad tracks and up grade, keeping to the main road to Nacopin. At small grocery store take left fork, and bearing left, take right turn. Continue on winding, up and down grade. Leaving the macadam, strike good country road, watching out for occasional rocks, which are easily dodged if you keep your eyes open and ahead. Continue on to sign reading, "West Milford," turn right and at sign marked "Warwick, 12 miles, and Greenwood Lake," take right road. At sign reading, "Pompton," take left road (sign reading, "Bellvale, 10 miles"). The way now on is easy. Keep to the right at all forks, continue up and down hill along the west shore of the lake.

There are numerous hotels along this road where a dinner may be had, the Willow Grove and a small cottage at the northern end of the Lake, at Storm Center, being particularly good. The trip is pleasant, and the scenery is very pretty. Directly opposite from Storm Center, and about a mile from shore, lies a beautiful little island composed almost entirely of solid rock, rising perpendicularly out of the depths of the lake. This is Chapel Island, where summer visitors, campers and boarders may join in Sunday prayer meetings. The lake is situated in the northern portion of New Jersey, extending into the southern part of New York. Mosquitoes and humidity are unknown there, and the air, bracing and always cool, gives one an enormous appetite and an almost overpowering desire to slumber 'neath the shady trees which cover the mountain sides surrounding the lake. The run is fifty miles and can be made comfortably in three hours. If one should care to make a Saturday afternoon and Sunday trip he will find plenty at the lake to keep him busy and to make him forget the toil and tumult of this strenuous life.

THE JONES SPEEDOMETER MILEAGE CONTEST CUP

MILEAGE CONTEST WILL BE INAUGURATED

COMMENCING on January 1st, 1909, there will be inaugurated in New York City one of the most unique contests ever conducted for motorcyclists. It is to be a "Mileage Contest," and will be of a full year's duration, the rider covering the greatest distance in this period of time being adjudged the winner. A very handsome loving cup is the trophy. It is of sterling silver, 13 inches in height, and was designed especially by the Frank W. Smith Company of Gardner, Mass. The etching and ornamentation is extremely good, and represents the highest art of the silversmith. On the reverse side is an inscription which will contain the name of the contest, the winner and the donor of the cup.

The cup was gotten up for the Jones Speedometer Company, the mileage contest being an idea of Mr. Jones to demonstrate accurately the year-around efficiency of the modern motorcycle, and the trophy was donated by him. It is now on exhibition in the windows of the Ovington Motor Company, 2232 Broadway, New York City. The entries are not limited as to number, locality, club affiliations or size and horsepower of machine. Any one can enter the contest by simply signifying his intention to abide by the conditions.

The conditions are as follows: Each entrant will be furnished by the Jones Speedometer Company with a small, leatherbound diary, in which he is to record each day's run as registered in miles by the Jones Speedometer-Odometer for motorcycle use. This is a new model for attachment to the handlebar, has flexible shaft and is gear driven. In the back of the diary will be an affidavit in which the total mileage for the year is to be sworn to before a notary.

WHY MOTORCYCLISTS SHOULD JOIN THE F. A. M.

By Earle L. Ovington

MOTORCYCLISTS as a general rule are far more enthusiastic over their hobby than are automobilists or, for that matter, the followers of any other sport. I think no one will deny that this is a fact after having attended a meeting of an organized motorcycle club, or listened to a number of motorcycle enthusiasts who have congregated for any purpose whatsoever. Whether motorcyclists are called together by social or other ties, it is not long before they commence to talk "shop"; in other words, motorcyclists are thoroughly enthusiastic over the sport which gives them so much pleasure. And, in the very nature of things, this enthusiasm should extend to the national organizations governing motorcycling in this country, to which they owe so much.

Almost from the start the Federation of American Motorcyclists has stood for the square deal to the motorcyclist in America. In the early days, when discriminating laws were about to be passed against the interest of the motorcyclist, it was the F. A. M. that stepped in and convinced the parties responsible that the motorcycle was not such a dangerous vehicle as was claimed. Those of you who live in New York State have the F. A. M., and the F. A. M. only, to thank for the fact that you do not have to carry numbers and take out license certificates such as are required by automobile owners. The F. A. M. has always taken the stand that the motorcycle is really nothing else than a bicycle, except that a small and efficient gasoline engine replaces the human motive power of the push bicycle.

Looked at from the financial standpoint the initiation and dues to the F. A. M. are ridiculously small; the initiation fee is $1 and the dues are $1 per year. When you join you are given a handsome membership pin which is good enough to display prominently. In addition you receive the F. A. M. Helping Hand-Book, which treats exhaustively of the motorcycle and the ills to which it is heir. In this little book will be found many hints which may save the price of several years' dues, as well as much time and trouble.

Suppose you are unfortunate enough to have a collision with some other road user and are in doubt as to how to proceed. The F. A. M. has a standing National Legal Committee which is ready at any and all times to advise its members how to proceed in case of trouble. This legal committee has at its head an established lawyer, who is competent to give advice under any and all circumstances. The members of the committee are scattered over the United States, so that if it is not convenient for you to address the chairman you can obtain advice from the nearest member. When it is considered that the amount of money spent in lawyers' fees in case of an accident where a lawyer must be retained would purchase a good many memberships in the F. A. M., it will be acknowledged that this is an important service which the Federation offers its members.

Perhaps you have some engine trouble, or troubles with some other part of your machine, and require expert assistance. In this case all you have to do is to address a letter to the secretary of the Federation and your inquiry will be referred to a committee of experts. And what motorcyclist at one time or another has not come across a diifficulty with which he has been unable to cope?

As the motorcycle becomes more popular, hill-climbing contests and race meets are becoming common. In order to enter these meets you must be registered in th F. A. M. The Federation is allied with the Amateur Athletic Union, the National Cyclists' Association, and the American Automobile Association, and is recognized all over the United States as the governing body for the sport of motorcycling. Practically every race meet or contest of any kind in the United States is held under the rules and with the sanction of the F. A. M.

As an F. A. M. member you are assured a square deal in any contest in which you compete.

The F. A. M. has established all over the United States official repair shops where a discount will be given F. A. M. members. After your repairs have been made at one of these shops it is only necessary to present your Federation card when your discount will be allowed. In many cases this alone saves the motorcyclist the amount of his initiation and dues during the first six months. Then, again, nearly all the motorcycle publications accept subscriptions from F. A. M. members at half rates.

I have tried to show you what you get for your $2 when you join the F. A. M. Leaving out entirely the above mentioned benefits derived from joining the Federation, the F. A. M. deserves the support of every fairminded motorcyclist on account of the work it has done in the past to further the sport of motorcycling. Most of you know of the wonderful growth of the L. A. W. in the old days of cycling, and there is no reason why we should not make our F. A. M. every bit as popular. Bear in mind the old saying that in unity there is strength, and join the F. A. M. now and help those who have helped you and are trying to help you further. A penny postal card addressed to the Secretary, Henry J. Wehman, 84 Nassau street, New York City, or Chairman F. P. Prial of the Membership Committee, 299 Broadway, New York City, will bring you an application blank. Sit right down and send that postal and you will never regret it.

Mt. Tamalpais Climbed At Last

GEORGE THOMPSON, who is the owner of a 2¼-h. Torpedo, accomplished the remarkable feat of climbing to the top of Mount Tamalpais, in Marian County, Cal., on Sunday, July 26th. Starting from Mill Valley he rode up between the railroad tracks to the summit, upon reaching which he received a big ovation from the crowd of Sunday pleasure seekers who had stood watching him come up.

Many riders have tried to make this ascent during the last two years, but none of the attempts heretofore have been successful. The grade is not so very steep, but the ties on the railroad are about 18 inches apart and the jolting the machine and rider got was something terrific.

Suit Is Brought In Detroit

PREPARATIONS for a suit that will probably set an important precedent are being watched with a great deal of interest by Detroit riders. That city is taking legal measures to find out just what a motorcycle is in the eyes of the law. One of its patrolmen, who happens to be the president of the Detroit Motorcycle Club, will be made the defendant to a warrant from a justice's court, charging the policeman with riding a motorcycle without a license. This is in view of the fact that the corporation counsel has taken the ground that the motorcycle is subject to the same laws as automobiles as to license and control. The police department will ask the justice to refuse the warrant, and will then mandamus him, in a friendly suit, to have a final decision made on the case.

ROADSIDE TROUBLES—THEIR CURE

Having gone through the novice stage of motorcycling and lived through a varied series of adventures and mishaps, the writer feels that it is a brotherly act to impart some of the knowledge he has secured in the costly school of experience to others.

ERNEST W. HOUSE

NINE cases out of ten missing, or, properly, misfiring, is caused by loose battery connections, fouled spark plug, or broken porcelain (if the plug is porcelain). When this occurs examine all outside connections of wires and securely fasten loose ones. Take wire off spark plug, take cover off ignition or "make and break box," and while holding spark plug wire one-quarter of an inch from the end of the plug with one hand, push up or down on the platinum spring with the other, so that it makes a connection and breaks same, which should produce a "jump" between the end of the wire and the space to the end of the plug. If it does not do this, there is something wrong with the wiring in the battery box, or the wires outside, in which case it is necessary to go into your battery box and examine connections. If your wire sparks at the gap between wire and plug, take the spark plug out of engine and see if it is coated with burnt oil, grease, or smoky looking substance. Take your pocket knife and scrape it clean, or fill with gasoline, lay on ground and burn it off clean, then scrape, and see that the points on the plug are just the thickness of a postcard apart. Lay the plug with the *metal part only* touching the engine somewhere; connect plug wire, and test the spark as before, and see if the plug sparks properly at the points, and not elsewhere. Sometimes, where a plug is porcelain, it cracks with the heat, allows the current to leak and will not spark at the points under compression. I remember distinctly of working two days on this very matter. The plug sparked beautifully out of the engine, but under compression it leaked through a very small crack inside the porcelain part. *Don't forget this.*

See that your switch plug is seated firmly in its place, that the automatic switch on the grip control makes a good connection, and that the wiring is kept free from oil and water. Don't wait until something happens before you look at your machine, but go over it every once in a while, seeing that nuts are set, that terminals are holding O. K., and wiring free from oil, dirt, etc., and misfiring will be very rare indeed.

* * *

I ONCE had a motorcycle with a Thor engine which worked like a charm for some time, then suddenly seemed to get weak and would not pull on the hills as it used to, while at the same time it had very nice compression. On a thorough examination I found that the exhaust valve spring had become weak, caused by my negligently allowing the exhaust valve to stay raised after I had stopped riding and while the motor was hot, so that when the spring cooled off it was somewhat shorter. Right here let me caution you to drop compression and take out your switch plug when you stop, as it allows your spring to assume its full length and cool off that way. I took off the exhaust valve spring and stretched it out a bit. Then the motor worked much better, but I still could not get the speed out of it, so I took off the inlet valve dome and examined the inlet valve spring, and found it was also too weak. It did not close quick enough when the piston had reached the bottom, allowing a portion of the gas to be forced out into the carbureter again on high speed, which produced a kind of a "clucking or flopping" noise in the carbureter.

On tightening the inlet valve spring the motor worked like a new one, and gave excellent satisfaction for a whole year. This shows that the very smallest things are the worst ones. If I had known what the trouble was at first, instead of tinkering with my carbureter and trying to get a good mixture, I would have pulled out the two springs a bit longer, and, presto! Do it next time your motor shows these symptoms. In this connection, take warning against three things: Don't attempt to adjust your timing gears for spark and exhaust valve; that's a hard job for an expert motorcycle man. Don't try to adjust your carbureter; they very seldom get out of order, especially if of the Thor type. Let your friend who has had experience do that for you. Don't ever, ever take your engine to pieces to "see how it is constructed," unless it is absolutely necessary, for very seldom indeed is one as good again when put up, except by the expert motorcycle man. I've been there a score of times and know whereof I speak. keep your motor clean; keep it well oiled inside; see that the platinum points in your "make and break" box are kept clean, and about 1-64 inch apart when at rest. See that your spark plug is kept clean. Take it out only once in six months, unless it becomes fouled, for this is one of the places the engine loses compression. See that your dome is tight, and if your engine is not badly worn, it should have good compression. I take it for granted that by the time you have worn out one engine you will have had enough experience to ask me to "attend to mine."

* * *

TO adjust a carbureter for racing, your gasoline should float about one-quarter of an inch below the level of the spray nozzle, so that your motor (which is turning very fast) can get enough air to form a hard mixture without taking in too much gasoline. This will naturally necessitate your flooding the carbureter well before starting, and possibly flooding it once or twice after you mount, but after engine gets up to its speed it will give 100 per cent. faster mixture than if gasoline is with level of nozzle. I have tried this out for three years. To make your gasoline float at this height take spray nozzle out, fasten pipe to carbureter and allow it to fill from tank and cut off itself, then if the gasoline floats too high you can cause the float to cut off sooner by pressing down on same gently, springing the little axle at bottom of the float a bit, or you can take the axle out and bend the arms down about one thirty-second of an inch. This takes time and patience, but you will be rewarded by greater speed if this is properly carried out—if that is what you want. To get the level back to normal, pull the float arms up a trifle and then empty carbureter and fill as before, until it cuts off at the right height.

To adjust for hill climbing and general steady work, see that the gasoline is cut off exactly at the overflow point in the spraying nozzle, and you will have a steady running mixture.

Air plays an important part in racing carbureters, and should be worked out on each individual motor, as they never take the same amount of air. A Thor motor, with carbureter in good order and valves O. K., should be able to take two-thirds, and sometimes, on hot days, all the auxiliary air, but will not start off on that mixture, hence you will have to cut off all your air and flood the carbureter well, and as your engine warms up, give it as much air as it will take. When it is getting more than it will take, the engine will slow down and eventually cease firing or cause that clucking in the carbureter which denotes either weak springs or too fine a mixture. The hotter the day the more air your motor will use, and the less gasoline you can give it. The colder the day the less air and the more gasoline it will use. Gasoline is not so sensitive and easy to mix on cold as on hot days. We all know that it will not vaporize as quickly in cold weather as it does in hot weather, and the same rule applies to the engine.

* * *

BACK-FIRING, or kicking, in a motorcycle is a very common occurrence with the novice, in view of the fact that he seldom knows just exactly what to do in starting off, and invariably turns his grips (if he has grip control) too far, or turns same too suddenly, which advances the spark in the cylinder and causes the explosion to take place while the mixture is being compressed and before the cylinder gets on dead center or on the downward stroke. This naturally causes the piston to try and work backward, with the result that you get a kick and your machine seems to want to go the other way all of a sudden. This is also noticed when the novice tries to go up steep hills and gets his spark too far advanced, and the explosion is back-firing and doing more harm than good. When going up a steep grade and your motor gets to "knocking," or there is a distinct metallic sound at every explosion, it is back-firing, and you should retard the spark by turning your grip back a very little. *The least bit is all that is necessary,* one-eighth of an inch being quite enough under certain conditions to prevent a back-fire.

On starting off, do not attempt to shoot right ahead, but advance your spark slowly until the flywheels have developed sufficient momentum to take the advance. Always remember to advance the spark slowly. You can pull it back as fast as you wish. In most modern motors the control is in the grips, and on dropping the exhaust valve the spark takes place when the piston is on dead center of compression stroke, and as you advance the spark, by twisting the grip, you make the explosion take place while piston is coming up on the compression stroke; but as it takes a fraction of a second for the charge to get off after it has been ignited, experience has taught us that the piston gets on top before the explosion has expanded enough to commence to "work," whereas if the spark is turned way over and it goes off too soon, the force of the explosion is felt before the piston is on top, which causes the knock in the engine or the "back-fire." Naturally the faster you are going, the further you can advance your spark, but advance slowly.

* * *

A WEAK spring (or a too tight one) is often the cause of much worry and annoyance, for the simple reason that spring tension is the "whole thing," or nearly so, with the working power of a motor. For instance, a weak spring will allow a motor to start easily and run very slowly. But when the spark is advanced and the motor speeded up, the valve does not close promptly on bottom (or top), with the result that the motor outruns itself, misses fire, causes explosions in the muffler or carbureter and makes the novice think his motor is going to pieces. To test spring tension, first try the exhaust valve, as that, being the hottest, generally goes wrong first. With a screwdriver, try and lift up the exhaust valve stem, and if there is considerable pressure the spring can be considered O. K. It should be pretty stiff and cause the valve to "snap" down into its seat promptly. If weak it needs stretching out a bit, so take the pin out of the valve and remove the spring, and place one end in a vise or large pair of pliers, and with another pair pull the spring out.

Very often the inlet valve spring gets weak and allows a part of the charge to be blown back into the carbureter before it closes, which produces a kind of clucking sound, especially when motor is speeded up. It also prevents of a uniform mixture at fast and slow speed, and you will notice you will have to give the engine more or less air quite frequently in order to keep the same mixture. Take spring off, same as the exhaust spring, and stretch out until it is strong enough to jump back into its dead position when depressed and released quickly. If you have a pair of scales handy, the spring depression on inlet valve should cause the scale to register about two ounces, or in that neighborhood. If it is a trifle too tight or weak, no great harm will be done; but it is better to have it a bit too tight than too weak if you want speed.

* * *

WHEN your motor loses compression it is generally due to one of two things, i. e., leaky valves or broken piston rings (provided the dome is tight and the spark plug tight). In order to make sure where the compression is lost, take the pin out of the exhaust valve out through the inlet valve hole and see if it is not pitted or the surface uneven. If so, it needs grinding. While it is out, if there is no slot in the head of the stem, cut a shallow slot with a hack saw, so you can turn the valve with a screwdriver, then replace the valve. Take some fine powdered emery dust and good quality machine oil and make a paste by putting a few drops of oil around the valve seat and sprinkling a few pinches of the emery on top of the oil. Be sure and place a rag or piece of waste in the opening from exhaust chamber to cylinder so as to keep the emery out of the cylinder. When the emery has worked down between seat and valve, turn the valve back and forth with a screwdriver, then move around a bit and repeat five or six minutes; then take valve out and examine until you find it is clean and even. If the inlet valve is pitted, take same out with its dome and continue the same operation until it is even and clean. After finishing be sure and wash all the emery out of the valve seat, taking care that none of it runs into the cylinder. Remove waste or cloth from cylinder. Never attempt to grind a valve when out of its seat, as you are liable to get it lopsided and make it a hard job to true up.

* * *

IT seems that most motorcyclists are very careless about preventing water from getting into the fuel tank. A very small quantity of water will produce the most erratic running engine imaginable, and many hours may be spent in futile endeavor to locate the trouble. Often this investigation results in getting the carbureter out of adjustment and thus causing more trouble later on. A good chamois or fine screen should always be used when the tanks are filled.

* * *

AN effective and rapid way of dislodging the foreign substances which sometimes cause a stoppage in the small gasoline pipe leading to the carbureter is to shove the rubber connection of a tire pump over the end of the pipe after disconnecting the union to the tank, and then forcing air through by a few quick strokes. This is usually sufficient to clear the pipe.

NEW YORK CLUB RACES AT BRIGHTON TRACK

IT was the original intention of the promoters to have the races held by the New York Motorcycle Club at the Brighton Beach Track on August 8th as a sort of side show to Farman's aeroplane flights. It turned out just the other way, however—the races were the main attraction. Fully 2,000 people wandered into the grand-stand when the chug-chug of the motorcycles, which could be heard by the trainloads of people as they arrived at the beach, made it plain that something more than ordinary was going on inside the big board fence which encloses the track.

STARTING THE SECOND BUNCH OF RIDERS IN THE 10-MILE HANDICAP.

If the races had not been gotten up on such short notice there would doubtless have been a much larger audience, and a larger list of entries. As it was, without a bit of advertising, the events were well contested, and while the track was slow and no records were broken, the meet was entirely successful. This augurs well for the F. A. M. championship events which the New York club is striving to secure for another meet at this track.

The slow condition of the mile circuit was made apparent in the first event, the mile time trials, when Goerke on a 7-h.p. Indian made the best time of the day, 1.04 4-5. In the second event, a five-mile open, Goerke took the lead at the start and held it throughout the race. Shotwell, on a new 7-h.p. N. S. U., of whom great things had been expected, after getting straightened out on the back stretch on the first lap, attempted to pass the field and in doing so was forced into the soft outer edge of the track, where his machine skidded and threw him. When the machine fell, the down-turned racing handle-bar punctured a hole clear through the gasoline tank, which put the machine out of the running for the rest of the day.

Walter Goerke made all the running. Besides the mile against time and the five-mile open, he captured the ten-mile handicap and also the ten-mile open events. In the five-mile, for New York Motorcycle Club members only, with touring machines, Patterson immediately took the lead on his twin N. S. U. and held it easily to the end. David Moloin, first lieutenant of the N. Y. M. C., captured second place, also on an N. S. U., and Freddie Horenburger was third on his Vindec.

The prettiest race of the day was a three-mile match between Billy Wray and Russell Smith, on 5-h. twins, and A. G. Chapple, on a 4-h. single Indian. It was nip and tuck for the whole distance, Smith and Chapple alternately leading on the turns and Wray jumping to the fore on the straightaways. The latter always lost ground on the turns, making them wide, while the other two stuck close to the rail. First one was in the lead and then another, and the spectators showed the greatest enthusiasm of the day over this race, cheering the riders as they came around in front of the grand-stand on each lap. Turning into the home stretch on the last lap, Smith was slightly in the lead, with Chapple just behind him and Wray just outside. When they got straightened out Wray managed to jump into the lead, and finished about a yard in advance of Smith, who had managed to shake Chapple some thirty feet.

The ten-mile handicap aroused a great deal of interest. There were twelve entries, and the limit men were sent away five minutes ahead of the single scratch man. Robinson, Voelker and Ginger were sent away in the first batch, then Shotwell, Patterson, Decker, Ruck and Davis were sent off, two minutes and thirty seconds later. Then Goerke, Smith and Chapple got the word at 4.10, and last, Billy Wray, at an even five-minutes. Fred Voelker, on his N. S. U., had lapped the track twice before the others got started, and it proved the hardest kind of a job for Walter Goerke on his big 7-h.p. Indian, to overhaul him inside the ten miles. He finally did it, however, but Voelker finished second and Billy Wray, who was going great guns, in his effort to make up his big handicap, managed to secure third place. With so many men on the track, it was only the scorers who knew where the riders stood, and Wray and several others rode an extra lap. In this lap Wray passed Goerke and headed the field.

Farman and his aeroplane came out at 4.30 o'clock, prepared to make things interesting. The first two flights were the regulation close-to-the-ground affairs, but the third eclipsed anything Farman had ever done in this country before.

He started in the face of a brisk twelve-mile-an-hour

SMITH, CHAPPLE AND WRAY—ALL INDIANS.

easterly breeze, with his propeller revolving just a little more rapidly than usual. The machine rose in the air quickly and kept on soaring, reaching a height of about twenty-five feet. It then dropped close to the ground and skimmed upward again to the same height. These heights eclipse anything Farman has done here, and are probably better than any he has attained in Europe. The flight also broke Farman's distance record at the track, 800 yards being covered.

The summaries:

One-mile, against time—Goerke, 1:00 4-5; Wray, 1:03 1-5; Shotwell, 1:05 2-5.

Five-mile open—Goerke, first; Smith, second; Wray, third. Time, 5:23 1-5.

Ten-mile handicap—Goerke, first; Voelker, second; Wray, third. Time, 14:23 2-5.

Ten-mile open—Goerke, first; Wray, second; Chapple, third. Time, 10:50.

Five-mile for N. Y. M. C.—Patterson, first; Molin, second; Horenburger, third. Time, 6:41 1-5.

Three-mile match race between Wray, Smith and Chapple—Won by Wray. Time, 3:50 1-5.

READY FOR THE GUN—IN THE FIVE-MILE OPEN.

CYCLE TRADESMEN MEET AT ATLANTIC CITY

THE fact that Atlantic City was broiling hot, and the storm which raged along the Atlantic coast on Wednesday, Thursday and Friday of last week, combined to bring the annual business meetings of the three cycle trades associations, which were planned to take place on Aug. 5th, 6th and 7th, to an abrupt close one day in advance of the program. The Cycle Manufacturers' Association, the Cycle Parts and Accessories Association and the National Association of Bicycle Jobbers each held its separate meeting, and the routine business affairs were attended to on Thursday morning. Then the call for the joint meeting of the three trade bodies was issued for 4 o'clock that day, at the Hotel Dennis.

New officers for the Cycle Parts and Accessories Association were elected, Wm. H. Crosby being again re-elected president, and W. J. Surre, treasurer. L. M. Wainwright was chosen vice president, and James H. Foster succeeded to the office of secretary. One new member was taken into the association, bringing the membership up to forty-four. The Milford Rubber Co., of Milford, Ill., is the latest member.

At the joint meeting of the three bodies W. H. Crosby, A. J. Musselman, Clarence E. Whitney, L. M. Wainwright, P. R. Robinson, George W. Nock and D. P. Harris were the principal speakers.

P. R. Robinson, of the New York Sporting Goods Co., stated the position of the jobbers on alleged price abuses in a vigorous manner, calling attention to the rates at which dealers are reputed to buy from the manufacturers direct, and to the business methods of some manufacturers' agents.

Pres. Crosby spoke of the advantages of unity of action among the members of the associations, pointed out the advantages to be derived from such memberships, and referred to the publicity campaign which has been carried on in concert by the organizations during the past two years. He also spoke at length on the exploitation of foreign markets for American goods, pointing out the manner in which manufacturers from other countries establish and maintain their control in exports to the great buying centers of South America, Australia, Japan, etc.

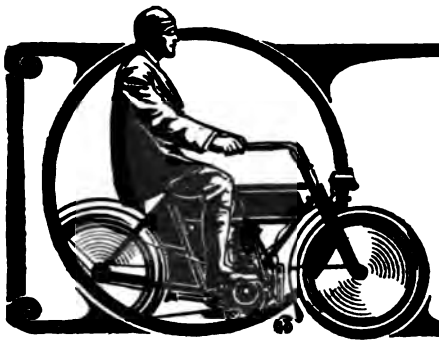
It was decided to hold the next meeting of all three bodies, at dates to be decided upon later by the heads of the associations, at Put-In-Bay, Ohio.

PRELIMINARY PLANS LAID OUT FOR THE N. A. M. MEET

PLANS for the annual gathering, races and business meeting of the National Association of Motorcyclists, to be held this year in and around Boston, Mass., on September 5th, 6th and 7th, have been completed.

On Saturday afternoon, September 5th, a track race-meet will be held at Waltham, which will include a program of some half dozen events, with trials against time on a mile straightaway. A new half-mile dirt track was constructed at Waltham this spring, with carefully banked turns, which is one of the finest dirt tracks in the state. On Saturday night the N. A. M. business meeting will be held. To secure adequate accommodations for this gathering, a short jaunt to Boston will be necessary.

On Sunday the jollifications will wind up, after a run to Duxbury Beach, with a clam and lobster dinner. A twenty-five-mile road race will be held on Monday, starting at 8 o'clock sharp. This race will be all over at 9 o'clock, then the members will all start for Lowell to witness the big automobile race that is scheduled for Labor Day in that city, commencing at 10 o'clock.



TIMELY TOPICS

SOUTHERN CALIFORNIA RIDERS RACE

AT the two-day race meet of the Motorcyclists of Southern California at the Association Park track in San Bernardino on July 25th and 26th, only a small audience of about 500 spectators attended, due chiefly to the very torrid weather. The races were full of interest and well contested, and were run off in good order. Close finishes were the rule, but for all that, the enthusiasm did not boil over.

L. Tucker, of the Riverside Motorcycle Club, succeeded in winning the three-mile "Novelty" race on both days, and he furnished much amusement. His competitors all fell before the combination of Tucker's fast machine and his enormous pie and soda water capacity. Wilson and Blaylock won the championship events.

SATURDAY'S WINNERS.

Five miles, single cylinder—Won by Raymond Seymour. Time, 6:39.

Three-mile novelty race—Won by L. Tucker. Time, 7:00.

Five-mile, fully-equipped stock machine—Won by Charles Balke. Time, 7:14 3-5.

Two-cylinder stock machine—Won by Charles Balke. Time, 6:15 3-4.

Ten-mile Australian pursuit—Won by Charles Balke. Time, 11:07 3-5.

Attempt to lower world's five-mile record—G. Blaylock. Time, 5:14 2-5.

Nine-mile Australian pursuit—Won by G. Blaylock. Time, 10:04 15.

Five-mile open, single cylinder—Won by A. T. Wilson. Time, 6:36 1-5.

Five-mile open, double cylinder—Won by G. Blaylock. Time, 6:05 1-5.

SUNDAY'S WINNERS.

Five-mile, fully equipped stock machines, single-cylinder—Won by Raymond Seymour. Time, 6:37.

Three-mile novelty, free-for-all, single-cylinder—Won by L. Tucker. No time taken.

Five-mile, fully equipped stock machines, single cylinder—Won by Charles Balke. Time 6:30 1-5.

Five-mile, fully equipped stock machines, double-cylinder—Won by Charles Balke. Time, 4:52 2-5.

Three miles, 4-cylinder—Won by H. Boardman. Time, 4:52 2-5.

Ten-mile Australian pursuit, free-for-all, single cylinders—Won by A. T. Wilson. Time, 12:06 1-5. Charles Balke, second. Time, 12:06 2-5.

Ten-mile Australian pursuit, free-for-all, double cylinders—Won by Charles Balke. Time, 10:25.

Five-mile championship for Southern California, single cylinders—Won by A. T. Wilson. Time, 5:54 4-5.

Five-mile championship race for Southern California, double cylinder—G. Blaylock won. Time, 5:32 2-5.

Ten-mile cup race—Won by G. Blaylock, of the L. A. M. C. Time, 13:26 2-5.

Ten-mile handicap race—Won by Raymond Seymour. No time taken.

EVERYTHING seemed to go wrong at the Seal Gardens Saucer track in Los Angeles on Sunday, July 26th. Erwin Knappe met with an accident when he tried to trim the one-mile record of 1:06, established the week before. Before one lap, engine troubles developed, and the best time he could make was 1:11. He met with more disappointment when he went after Reymond Seymour's time for five miles. His pedal hit a high spot, and he rolled to the bottom of the saucer. He emerged from the tangle with a grin, however, and demonstrated that his fall had not damaged his nerve, by taking the honors in the five-mile race. His time was slow, howewver—7:55.

IN the motorcycle races held at the Stadium, Paterson, N. J., on Aug. 2d, in conjunction with the bicycle events there, Ed. Shotwell, of Brooklyn, was zigzagged around the track for half a lap, in imminent danger of a bad fall. The head of his machine worked loose and he lost control. He kept his head, however, and slowed down, only to start another spurt when the nervousness that came over him had passed. He was ordered to stop riding at once, and the officials would not let him go on in the match race arranged with Walter Goerke. Jake DeRosier made a half mile against time in .28 4-5 and won the three-mile race (professional) in 3:13 4-5.

CHARLES VAN SICKLE and Stanley Kellogg practically cleaned the slate at the race meet held on July 29th by the Toledo Motorcycle Club, at the fair grounds in that city. Harvey Garn, of Toledo, got away with the five-mile for small machines, but he, like Van Sickle and Kellogg, was mounted on an Indian. Van Sickle won the two-mile free-for-all, while Kellogg won the two-mile for 3½-h.p. engines and the five-mile multi-cylinder, making the distance in 8.24, the best time of the day. The races were held over a half-mile track.

UP to the present time riders in Youngstown, Ohio, have not been compelled to provide themselves with licenses, and no attempt has been made to enforce any of the regulations provided in the automobile ordinance of that city. Owing to the constantly increasing number of riders, however, the city fathers have taken action, and a license to ride will, from now on, be necessary.

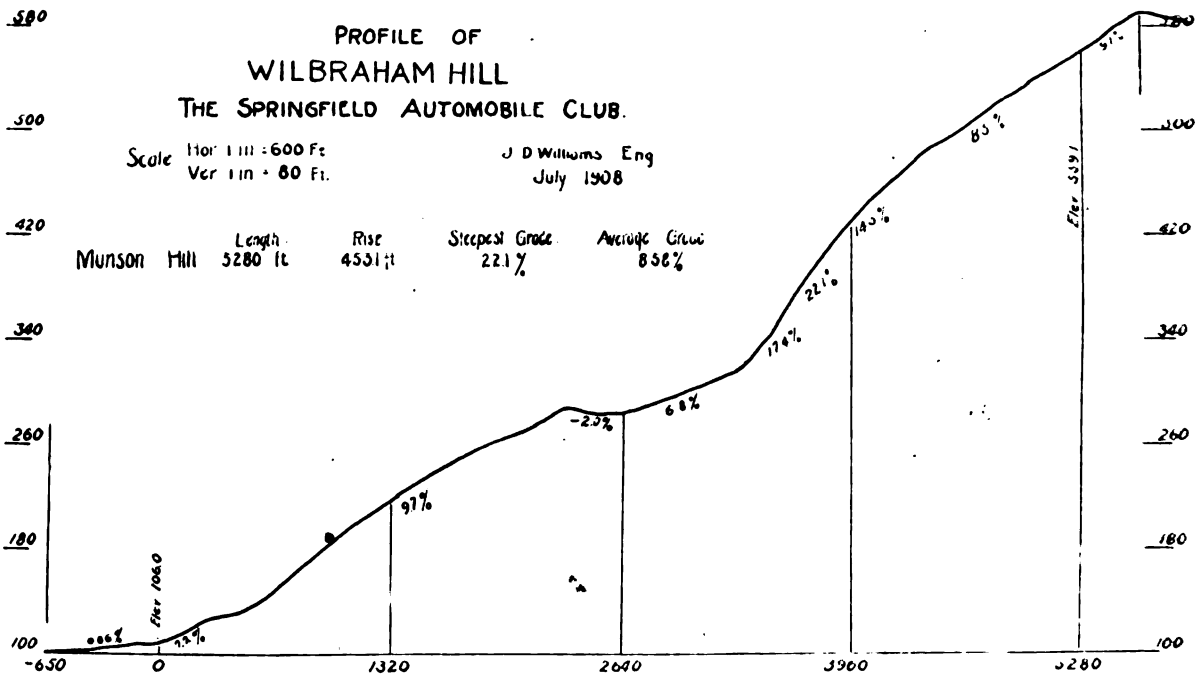
AT the combination automobile and motorcycle race meet held in Des Moines, Ia., on July 25th, the single event for two-wheelers, at two miles, was carried off by Merkel machines. Anthony was first and Howard second; time 2:06 1-5.

AN OPPORTUNITY TO TRY WILBRAHAM HILL

THE well-known Wilbraham Hill course, on what is known as Monson road, running east from the town of Wilbraham, Mass., has been selected by the Automobile Club of Springfield on which to hold a hill-climbing contest on Friday, September 10th. Two motorcycle events will be conducted—one for machines of 30.5 cubic inches cylinder capacity and under, and the other open to all under the F. A. M. limit of 61 cubic inches cylinder capacity. There are nineteen classes for automobiles.

All turns which were dangerous have been relocated and the roadway banked, but there remain enough hard places to insure a lively contest. The committee claim this to be the finest course ever used for promoting a contest of this nature. The climb is 5,280 feet in length, with provisions for a rolling start, and consists of a succession of grades varying from 6 per cent. to 23 per cent. The total rise for the measured mile is 453.1 feet, average 8.5 per cent., the last quarter dropping from 14.5 per cent. to 8.5 per cent., with 9.1 per cent. at the finish line. A nearly level stretch about one-half mile from the start gives a fine opportunity for increasing speed for a "shoot" for the steepest grade, just 22.1 per cent. The course will be treated with dust-laying material and the clocking will be done by the Timing Club of New York City.

Entry blanks can be secured from the Hill-Climbing Contest Committee, Automobile Club of Springfield, Springfield, Mass. The trials will be run under sanction of the A. A. A. and F. A. M.



LESSONS OF THE A. C. U. TRIALS

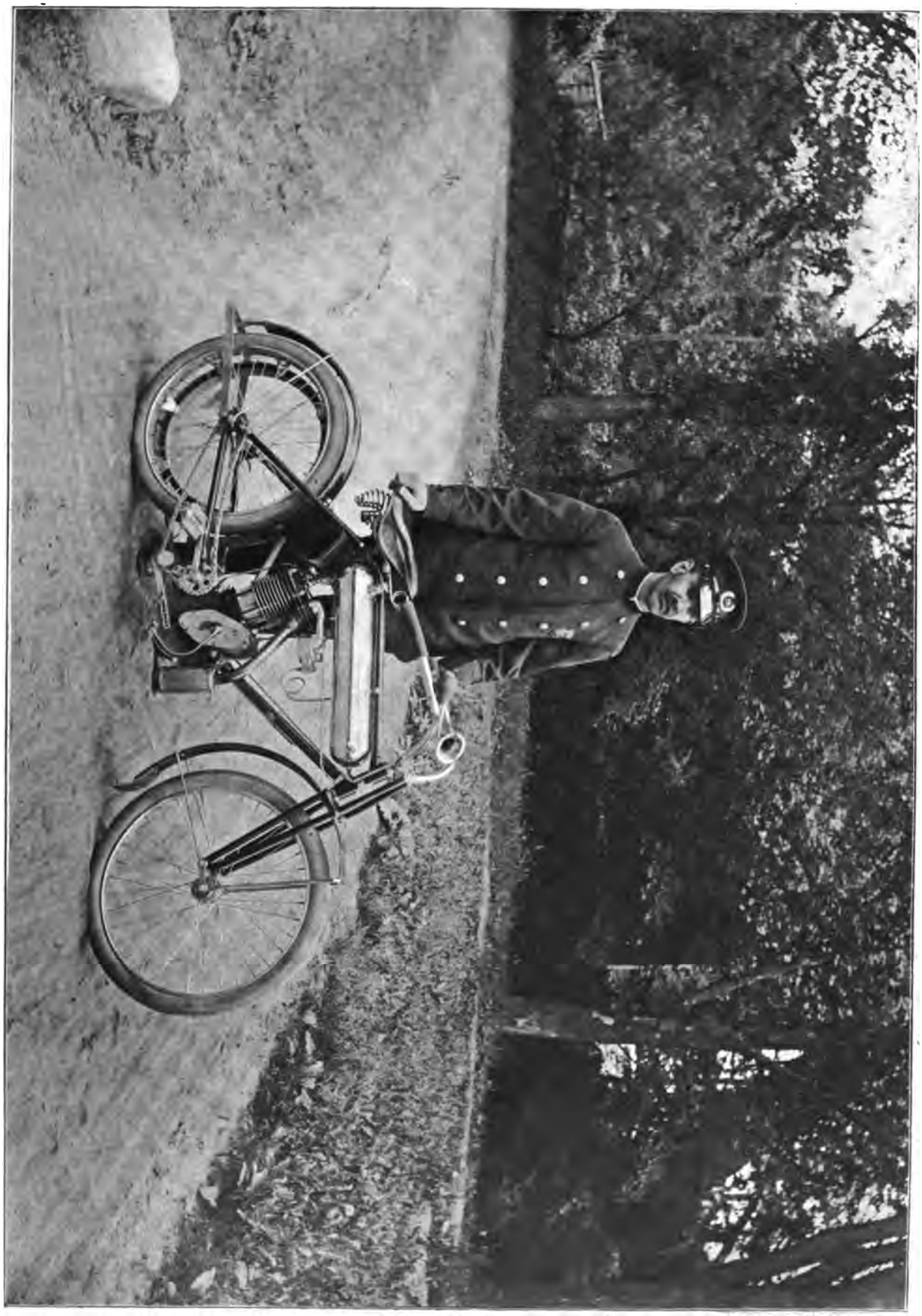
THE information and help derived by the manufacturers who had their machines entered in the Auto Cycle Union's End-to-End Reliability Trial cannot be overestimated. A contest of nearly 900 miles, as this one was, covering nearly a week's riding, is sure to bring out the inherent weak spots of construction in a machine, as well as the good points, and the comparison of what one machine can do alongside of another, especially the actions of the details of one manufacturer's construction compared with the results achieved by another's is of great value.

Some features of this competition are especially impressive. As a whole, the enormous improvement in performance of the machines in comparison with the trials of previous years was marked. The hills were more difficult, yet they were surmounted more easily by the majority. Still the number or riders who were forced to dismount was great; those who had their machines fitted with change-speed gears being the ones to negotiate the hills in the most simple and easy manner. With the single-geared machines it was the skill of the rider that was the important factor. With only two exceptions the lightweight machines fell down. There were too many structural breakages, and the information gained by the manufacturers of these machines should prove of immense value in the future development of this type.

In the analysis of the results, the reliability of the modern motorcycle is absolutely established, once and for all. Out of twenty starters on Triumph machines, twenty finished, all but one of whom gained gold medals. All eight of the Rex starters finished; five gold, one silver and two bronze medals. Five Vindec Specials out of five finished; three gold and two silver medals. Two N. S. U.s out of two gained gold medals, also two Phalon & Moores, and two Matchless machines. Two F. N.s out of two finished, one gold and one bronze medal.

Nine out of twelve machines fitted with change-speed gears finished the run, in one case the withdrawal being due to the gear. Only two lightweights survived, a 1¼-h.p. Motosacoche, which gained a silver medal, and a Moto-Rêve, which was awarded a bronze medal. Only three chain-driven machines finished, all others being belt-driven except the two F. N.s, which of course, had the regular gear drive.

Probably the most remarkable result was, from the standpoint of future development in ignition apparatus, that of the 48 finishers, 45 were fitted with magnetos—43 Bosch and 2 Eismann. Thirty-three single-cylinder, thirteen twin-cylinder and two four-cylinder machines finished.



WM. TUTHILL, NEWBURG POLICE DEPT., ON M. M. SPECIAL.

This machine makes 55 miles by the speedometer, with Tuthill, whose weight is 168 pounds. Within 10 days after going on duty he collected $50 in fines.

WILL HOLD BIG RACE MEET LABOR DAY

IN view of the fact that the Brighton Beach Race Track can be secured for motorcycle races on Labor Day, and that Chairman Morton, of the F. A. M. Competition Committee, will allow the three remaining F. A. M. National Championships for this meet, the New York Motorcycle Club has deemed it wise to postpone the proposed Twenty-four Hour Endurance Contest which it intended to hold on the above date, and substitute the track races for the attraction. The Twenty-four Hour Contest has not fallen by the wayside, however, and will probably be pulled off along toward the latter end of September.

The lukewarm feeling toward motorcycles and motorcyclists that has been evidenced heretofore by the owners of the Brighton Beach track has boiled over in its enthusiasm. This is a direct result of the successful races which were held on the track last Saturday afternoon. These drew the largest crowd of the week to the Farman airship flights, and his backers have expressed their conviction that if the motorcyclists had been brought down there earlier in the week, the venture would have proven successful instead of the failure it was.

At the meeting of the N. Y. M. C. held on Wednesday the 12th inst., the matter was gone into very thoroughly and the details have been left to Captain Chapple and his assistants to perfect. Chairman Morton was present at the meeting and expressed his desire to have the remaining National Championships at one, two and five miles run off the very best manner possible and said that if the New York club would assure him the meet would be given proper preparation and publicity so as to enable the best riders from all over the country to participate, he would sanction the championships for this city. Just as soon as definite arrangements can be made and the contract with the track owners signed, which will be done this week, the entry blanks will be gotten out. Applications for same should be mailed to the New York Motorcycle Club, 2234 Broadway, New York City.

Denver's First Meet a Success

UNDER the auspices of the Denver (Colo.) Indian Motorcycle Club, the races held at Overland Park on July 26th drew a crowd of about 2,000, and were successful in every way. This is the first of what is intended to be an annual race meet, and the club is highly elated over the satisfactory showing.

First race, three-mile handicap—Won by Armstrong; Boyd, second; Boot, third. Time, 4:30.

Second race, three-mile open—Won by Armstrong; Boyd, second; Cassaday, third. Time, 3:44 4-5.

Third race, ten-mile handicap, for twin-cylinder machines—Won by Toncray; Cassaday, second; Baird, third. Time, 12:46 4-5.

Fourth race, one-eighth of a mile, slow race—Won by Tuffield.

Fifth race, ten-mile handicap, for single-cylinder machines—Won by Boyd; Armstrong, second; Boot, third. Time, 14:05.

Sixth race, five-mile open, for twin-cylinder machines—Won by Boyd; Toncray, second; Cassaday, third. Time, 5:51.

Seventh race, ten-mile open, for single-cylinder machines—Won by Cassaday; Ganall, second; Michel, third. Time, 11:35 3-5.

Webb Wins With Harley-Davidson

IN the endurance run held by the Minneapolis Motorcycle Club from its home city to St. Cloud, Minn., and return on Saturday, Aug. 8th, Guy W. Webb, riding a Harley-Davidson, carried off the first honors and covered the 144 miles in four hours and twenty-eight minutes. This is slightly better than a two-minute clip.

There were eleven starters in the contest, and they were sent off from Minneapolis at 7.45 a. m. Of these, eight finished, well bunched, the other three being disabled along the road. The winner, Webb, received the club prize, and the other riders were given suitable prizes donated by the motorcycle dealers of the city. The contest was practically a road race, Webb winning by nearly an hour. The following are the first six men to finish, and the machines they rode:—

First, Guy W. Webb, Harley-Davidson; second, N. M. Harford, Wagner; third, A. G. Weily, Thiem; fourth, C. C. Gould, Thor; fifth, Dr. W. H. Smith, Thiem Twin Cylinder; sixth, C. Van Sicklen, Wagner.

On October 17th the winter festivities of the New York Motorcycle Club will start off with a beefsteak dinner.

Windy City Riders Journey to Milwaukee

STARTING from the New Southern Hotel in Chicago, and paced by one of the 1906 Pope Toledo Vanderbilt Racers, sixteen Chicago motorcyclists commenced at 4 a. m. on Monday, the 3d inst., a tour to Milwaukee, the object being to personally meet the new vice president of the Western District, F. A. M., John R. Ball.

All but two arrived, which is considered an exceptionally good performance, since the starters rode on a schedule with controls so arranged that a perfect score would be almost impossible. There was only one really clean score, a large number of penalizations being due to arriving at Milwaukee ahead of time, which, according to the rules, was as much of an offense as finishing behind time. Murray Herron, riding a Thor, got to all the controls on time and arrived inside of the time limit. The sand between Waukegan and Racine proved a very severe test. An Indian tricar, ridden by J. S. Torney and Stanley Kellogg, which acted as a supply car for the riders, finished close behind the contestants.

Choice Spaces at Chicago Show

THE fact that the Motor and Accessories Manufactures Association will probably relinquish the space it had in previous automobile shows in Chicago, will act as a direct benefit to the motorcycle manufacturers. Manager S. A. Miles, of the N. A. A. M., is planning to set aside all of this choice space in the Coliseum for motorcycle exhibits. Special decorations for this section are also planned. This show will be held in February, after those at the Grand Central Palace and Madison Square Garden in New York.

All three managements have recognized the importance of this young but growing industry, and in all three shows the motorcycles will be grouped together where they may receive their proper share of attention.

F. A. M. Sanctions Given

CHAIRMAN R. S. MORTON, of the F. A. M. Competition Committee, who was appointed a short time ago to succeed Roland Douglas, resigned, has taken active hold of the competition affairs and has granted sanctions to the following: Wheaton County Fair Co., Wheaton, Ill., Aug. 25th; Automobile Club of Springfield, Mass., Wilbraham Hill Climb, Sept. 11th; Ross County Fair Co., Chillicothe, Ohio, Aug. 20th and 21st; Central Labor Union, Washington, D. C., for meet at the Bennings track, Sept. 7th.

REMARKABLE DISPLAY

Boston is the hub of New England. Owing to its location, it is the center from which radiate all lines of travel; roads, railways and steamers. Its Revolutionary history, the beautiful buildings and the seats of learning located in and near it all attract the tourist. Best of all, New England's roads are uniformly good, and motorcyclists will find it a pleasure to tour over them. We give, in the following pages, several routes to Boston, all of them good and all abounding in historical interest.

Hands to Improve Conditions

The popular "Shore Route," main thoroughfare through Bridgeport, New Haven, New London and Providence. Connecting at several points with all diverging routes through New England.

NEW YORK CITY.

From Columbus Circle, Fifty-ninth street and Central Park, West, go north on Central Park, West, to 110th street, turn square right to Seventh avenue. There turn square left and continue north on Seventh avenue, bearing right and crossing Central Bridge over Harlem River. Straight ahead over bridge into Jerome avenue, joining trolley, which follow to crossing of Fordham road (189th street). Turn right (sign, "To Greenwich, Stamford and Bridgeport") on Fordham road, with trolley, keeping left with same at fork one block beyond. Down grade, winding, straight ahead across Webster avenue trolley, past Fordham station (on right) and under elevated railway into Pelham parkway. Continue past Zoological Gardens (on right) across stone bridge over Bronx River, and straight ahead on the parkway, gradually bearing left into the Pelham road. (12.8 m.) Straight ahead across Barton Bridge over arm of Eastchester Bay, avoiding branch roads to various shore points on right. Keep direct, macadam road, light grade and numerous curves, past Hunters Island (14.6 m.) and Travers Island (15.1 m.). Where trolley comes into road from right and shortly turns left, keep straight ahead on brick pavement to end; turn square left on Center avenue to intersection of Main street,

NEW ROCHELLE (17.5 m.).

Turn square right with trolley and continue straight ahead on main road, macadam, through Larchmont (19.25 m.) to Mamaroneck (21 m.). Take right fork at fountain in village, leaving trolley; cross stone bridge and up grade to fork (21.6 m.). Take right, and again two miles further on take right fork to flagpole, edge of

RYE (24.7 m.).

Take right fork at flagpole, up grade past large brick schoolhouse (on left) and over railroad. Follow good road, winding and over the railroad, bearing left into Main street to bank in fork, center of

PORTCHESTER (26.5 m.).

Follow main street through, crossing State boundary line and bridge over Byram River. Keep right at fork, main road, direct via Putnam avenue, to Greenwich, Conn. (29.5 m.). At Soldiers' Monument bear right past church (on right). Keep to right, following trolley down Putt's Hill, bearing left at fork (31 m.), direct to bridge over Cos Cob Harbor at Mianus (31.75 m.). Straight ahead after crossing bridge to fork with many signs (34 m.). Bear left, down grade with trolley, turning right with same across bridge, over Mill River into Main Street. Continue past small triangular park (on left) and City Hall (on right).

STAMFORD (35 m.).

Keep straight ahead on East Main street, past small park on right, under railroad and across bridge over Noroton River. Continue through Noroton (37 m.) down grade to fork, where bear left with trolley, passing under railroad to

DARIEN (40.5 m.).

Follow main road, "Connecticut turnpike." Proceed cautiously down grade past Armory (on left) and stone fountain in fork (on right), bearing left on West avenue, with trolley, into Wall street, center of

NORWALK (45 m.).

Bear right with trolley across stone arch bridge, winding up grade into East Wall Street. At fountain, top of grade, turn left with trolley past triangular "Green" two blocks to church (on left). After passing church turn square right, up grade with trolley into Westport avenue, on which follow direct, crossing Saugatuck River to

WESTPORT (48.5 m.).

Keep straight ahead to fork (51.5 m.), where bear right with trolley under railroad into Southport (52 m.). Turn immediately left, winding, south of railroad, across Mill River, through Fairfield, several bends, into Fairfield avenue, which follow under railroad, keeping with trolley to intersection of Main street,

BRIDGEPORT (59 m.),

Continue east on Fairfield avenue past new station (on left) under railroad, straight ahead with trolley across two bridges, past Park to square left turn (62 m.) with trolley, to iron fountain in square.

STRATFORD (62.5 m.).

Turn square right at fountain on East Broadway. At end of street bear left and three-quarters of a mile beyond bear right across Washington Bridge over the Housatonic River. Keep straight ahead south of railroad to

MILFORD (67 m.).

Past long, narrow "Green" with monument, across Memorial Bridge, with tower, and immediately turn right and at once left and continue two miles to sign in fork, "New Haven, 11 m." Here keep left over Milford Hill and direct to Woodmont (72.5 m.), crossing trolley tracks to right. At watering trough beyond turn left, cross bridge and keep right on shore road to an amusement resort at Savin Rock (75 m.). Bear left into Savin avenue, which follow to West Haven "Green." Turn right at far side of "Green" (one block), then square right on Campbell avenue, and follow trolley around right bend and across West River to fork of three roads. Take extreme left—Davenport avenue—to its end, turning right into Oak street, and immediately ahead turn left into Temple street (brick pavement). Continue straight ahead out Temple street to College Green, center of

NEW HAVEN (80 m.).

Continue south one block on Temple street, turning square left into Crown street, which follow straight ahead across railroad bridge into Wooster street (brick pavement). Follow to end of street; bear right and follow trolley over railroad and across Tomlinson Bridge over Quinnipiac River. At top of hill beyond bridge bear right and left across trolley, which follow, keeping to left of green at East Haven (87 m.). Leave trolley and continue straight ahead into Main street, over river and up and down several hills, turning left under railroad into

BRANFORD (90.5 m.).

Take left fork past Blackstone Library, down short hill and keep to right at next fork. Continue past Branford Driving Park, on the new North Turnpike, cross small bridge into

GUILFORD (98 m.).

Turn left, then right, to watering trough at southwest corner of "Green," then turn left and follow main road past Cemetery (on right), crossing railroad to East River (101 m.). Continue on Shore road through Madison and Clinton. Keep left across meadows, over two bridges to Westbrook. At church bear right on Main street, crossing bridge over Oyster River into broad macadam highway to OLD SAYBROOK (115.5 m.).

At fountain turn left on Main street, ½ mile, then bear right, crossing two railroads at grade. At signboard one mile beyond bear right a short ½ mile to ferry across Connecticut River. If boat is on opposite side, set signal and wait. Boat runs as travel demands, until 9 p. m. in summer. From ferry landing on opposite side go up steep hill, somewhat sandy, to

LYME CENTER (118.5 m.).

Bear left at center, taking next turn to right, then direct, following telegraph poles, over fair gravel roads, and no bad hills. At watering trough bear left to Laysville (121 m.), continuing through East Lyme (127.5 m.) to Flanders (128 m.). Turn sharp right and into Bank street to State street.

NEW LONDON (135 m.).

From City Hall, State street, go east, down hill past monument and Union station, over grade crossing to ferry at foot of street. Take ferry across Thames River to

GROTON (136 m.).

Turn right on Thames street, down river with trolley. At large shipyard take left fork, away from river, under railroad, on good road to Poquonoc Bridge; thence follow telegraph poles up grade and poor road to "T" at summit of Fort Hill. Turn square left with trolley, then right and straight ahead to

MYSTIC (143.5 m.).

Cross Mystic River; at monument bear right with trolley and follow Shore road to end; then turn right across bridge to the "Green."

STONINGTON (148 m.).

At further side of "Green" turn left to Shore Road again. Cross railroad and continue direct over good road through Wequetequock and Pawcatuck. Under railroad and across Pocatuck River into

WESTERLY, R. I. (153.5 m.).

Straight through town, bearing left around schoolhouse, then up "Quarry Hill." At top, take right fork; ½ mile beyond take left fork. Continue through Ocean View, mostly macadam, direct to Quonochontaug (159 m.). At forks bear right, and three miles beyond turn right to

CHARLESTOWN (165.25 m.).

Straight through, bearing left at fork ½ mile out, onto State macadam, on which continue through Perrysville, direct over Sugar Loaf Hill, macadam all the way to

WAKEFIELD (175 m.).

Cross railroad and bear right to Dale Carlia (four corners), see signboard. Here turn right, and just beyond railroad turn left into State highway, which keep direct to

NARRAGANSETT PIER (177.5 m.).

Turn left and follow macadam with many turns over Boston Neck to Narragansett Village. Here turn right short distance, then first left—just before reaching white church on the hill—to

SAUNDERSTOWN DEPOT (184.25 m.).

Straight ahead over Barber's Heights, turning right at "T", then left, crossing left down long hill; turn right at foot, and then follow main road to

HAMILTON (187.75 m.).

Pass Power Station (on right); straight ahead, cross railroad and bridge, turn sharp right at well, to

WICKFORD (189.5 m.).

Turn left at post office, cross railroad. At end of street turn right and follow main road, coming trolley at railroad five miles beyond, and then following on macadam road to

EAST GREENWICH (196.75 m.).

Direct through town, macadam all the way past Cowesett to Apponaug (199.5 m.). Here turn right with trolley and follow, turning left at foot of hill and continue on macadam road, crossing railroad at Greenwood Station.

HILL'S GROVE (202.25 m.).

Straight on, keeping main road where trolley turns left; ½ mile beyond take left fork and soon meet trolley, which follow across through Norwood and across Pawtuxet River, past Roger Williams Park, via Elmwood, to Broad street, to Weybosset street, turning left with double track into Dorrance street, to City Hall, Exchange place,

PROVIDENCE (209.75 m.).

From Weybosset street, go east across Providence River Bridge to North Main street; continue ahead one block on North Main, turn right up hill on Waterman street, passing Brown University (on right) to intersection of Butler avenue. Turn left, passing Blackstone Park direct into Blackstone boulevard. At intersection of East avenue bear right on same and continue, across Pawtucket avenue, straight ahead on East avenue, down long, steep hill, to trolley and Main street,

PAWTUCKET (214.5 m.).

Bear right on Main street and cross stone bridge, turning left with trolley into Broadway. At second fork short distance up follow right fork of trolley—Cottage street—meeting another trolley at Cemetery, and follow all the way through Darlington, keeping straight ahead (where branch trolley forks to right), through Hebronville and Dodgeville. At outskirts of Attleboro (where trolley turns sharp right) keep straight ahead under railroad arch into

ATTLEBORO, MASS. (222 m.).

Turn square right under railroad arch and follow left line of trolley under railroad again and continue to Norton (227.25 m.). Turn square left with trolley and follow past Norton Reservoir (on right) direct to

MANSFIELD (232.5 m.).

Turn square left across railroad, still with trolley, then square right, State macadam, on left side of railroad to

FOXBORO (235.75 m.)

Turn square right across railroad and follow main road direct to and over railroad bridge, meeting trolley, which follow through Main street,

SHARON (241.75 m.).

Keep straight through with trolley, swinging right into East Sharon, where turn square left with branch trolley into

CANTON, (244.25 m.).

Cross railroad and keep straight ahead, following trolley to Ponkapoag. Follow trolley through Blue Hill avenue to Mattapan (253.75 m.). Keep same avenue past Franklin Field (on right) and Franklin Park (on left). At end of park turn square left into Seaver street and direct along farther side of park and straight ahead Eggleston square (intersection of Washington street). Cross square and bear right into Columbus avenue extension to Roxbury Crossing. Bear right again into Columbus avenue and direct to Park square,

BOSTON 261.25 m.).

New York City to Pittsfield, Mass.

Via the popular automobile road to Poughkeepsie, then through Millbrook, N. Y.; Lakeville, Conn.; Great Barrington and Lenox, Mass., to the Berkshire Hills. Distance, 152 miles.

From Columbus Circle go north on Broadway to Seventy-second street, where turn left two blocks and then right into Riverside Drive. Follow winding easy grades, past Grant's Tomb and across viaduct, bearing right into 135th street for one block, then square left into Broad-

way. At 156th street bear left into Lafayette boulevard. Follow this along river front to end near Inwood Station (on left below). Bear right on Dyckman street to intersection of Broadway, where turn left, following trolley under new subway extension, straight ahead across drawbridge over Harlem River and Spuyten Duyvil Creek, along left side of Van Courtlandt Park, to asphalt pavement at Yonkers city line. At iron fountain (13.5 m.) bear left, leaving trolley, on Broadway to Getty square,

YONKERS (14 m.).

One block from square turn sharp left to intersection Warburton avenue. Turn square right, past monument, via Warburton avenue with trolley to Hastings-on-Hudson (18.5 m.). Straight through, crossing small viaduct (leaving trolley). Past tablet (on right) marked "Washington's Headquarters, 1787," and bearing immediately right, past upper edge of Dobbs Ferry (20 m.). At stone church (on left) turn left and continue through Abbottsford to Irvington (22 m.). Follow broad macadam road over Croton Aqueduct through Irving to intersection of trolley at four corners.

TARRYTOWN (24.75 m.).

Straight through on North Broadway, past André Monument (on left), bearing left in church in fort just beyond, down grade across creek winding up grade past Sleepy Hollow Cemetery (on right) under aqueduct arch. Slow down passing through four corners just beyond in front of Scarboro Church (28.75 m.). Past nurseries on left to Soldiers' Monument,

OSSINING (31 m.).

Bear left of monument down grade, then winding up grade continue to schoolhouse (32.75 m.). Turn square left and around sharp right hidden curve through woods crossing two iron bridges over Croton River just beyond, and over dangerous grade crossing entering Croton (34.75 m.). Keep direct through village past station, up steep grades and sharp curves beyond. After crossing stone bridge (37.25 m.) bear left; at "T" in road, 1-3 mile beyond, bear left and shortly cross railroad bridge and continue to junction of trolley, which follow to right at fork (40 m.). Pass under railroad and take first right beyond; 1-3 mile further on turn square left with trolley into Washington street, bearing right into South street, bearing left into South Division street,

PEEKSKILL (42.5 m.).

Straight ahead into North Division street, up grade to fork, where bear left into Highland avenue. Descend long down grade (cautiously) to bridge; cross bridge, bear left, then bear right down grade (dangerous) to very sharp left turn across another bridge over Peekskill Creek to Innsville. Keep straight past old water wheel (on left), curving right up steep grade along ravine. At fork (45 1-3 m.), keep straight ahead and beyond, at sign, "New Road to Garrisons," bear right. Follow winding road through woods, short down grades, bearing right at (49.75 m.); 1-3 mile beyond keep right, sign "To Cold Spring." Keep straight ahead past stone church (on left) and follow Poughkeepsie signs; sharp right and left bends (51.5 m.), slowing down for long horseshoe curve ¾ mile beyond, with another sharp right turn just beyond that. At 53½ miles turn left, followed by sharp right, then a dangerous left curve over iron bridge. Turn immediately right straight ahead to iron fountain on outskirts of

COLD SPRING (53.25 m.).

At fork 1-3 mile beyond bear left through woods, and keep straight ahead past frame church (on right), direct on main road past Fishkill Mountain. At fork (61.75 m.) turn right, crossing iron bridge and railroad at grade into Fishkill Village (66 m.). Pass church and cemetery (on right), turning right into Church street, and continuing through four corners (66.75 m.) and again through another four corners ¾ of a mile further on. Then bear right past park, village of

WAPPINGER FALLS (68.75 m.).

Keep straight through, down grade across stone bridge, turning right and joining trolley, which follow on macadam road, past cemetery (on left) into South avenue, and past Soldiers' Monument (on left) into Market street, to Main street,

POUGHKEEPSIE (76 m.).

Turn square right into Main street and follow trolley past DeWitt Clinton Mansion (on left), keeping straight ahead, where trolley turns right to Vassar College. At fork two miles out (blacksmith shop) bear left, crossing railroad, up grade most of the way, and crossing railroad twice, entering Pleasant Valley (83.5 m.). Continue on main road and turn right into Washington Hollow (88 m.). Keep straight through, bearing right at fork 1 mile out, direct to South Millbrook (91.25 m.). Turn left at hotel, and ¾ of a mile further on turn square right cross railroad at

MILLBROOK (82 m.).

Straight through, up grade, bearing left; turn right in front of cobblestone arch (entrance to Dietrich place), thence direct east through four corners at Mabbetsville (93. m.), and continue same course to Lithgow (97.5 m.). Ascend steep grade 2¼ miles beyond to "T" in road at summit. Turn square right and descend very steep, winding grade to

AMEMIA (102 m.).

Keep straight ahead, crossing railroad 1¼ miles out, bearing right just beyond crossing and 1 mile beyond turn left. Cross two bridges and ½ mile beyond bear right to Sharon, Conn. (107.5 m.).

Turn square left up Main street to end, then bear right and follow main road past small pond (on right), direct road to Lakeville (114.5 m.). Pass under railroad, immediately turning right, then follow along left side of railroad to Salisbury (116 m.). At Soldiers' Monument take left fork—"Under Mountain" road—at signpost (123 m.), where right leads to Sheffield, keep straight ahead past two small ponds (on right), bearing right into

SOUTH EGREMONT, MASS. (127.75 m.).

Pass post office and bear left, and just beyond at fork, sign, "Great Barrington, 4 miles," turn right two miles beyond, turn left, cross Green River and across railroad into Maple avenue, which follow to intersection of Main street, turning left to center of

GREAT BARRINGTON (132.5 m.).

Go through with trolley to iron watering trough, upper edge of town, turn square right across the Housatonic River. Follow trolley, except where track leaves main road at foot of Monument Mountain. Turn right up short, winding curves, keeping good control, straight ahead across railroad and trolley tracks, passing station (on right) into

STOCKBRIDGE (140 m.).

Turn square right between monument and Red Line Inn, east on Main street to first fork. Take left, fine new macadam, narrow in places, but easy grades, pass beautiful residences, straight ahead to Episcopal Church (on right). Here turn left, straight ahead to monument,

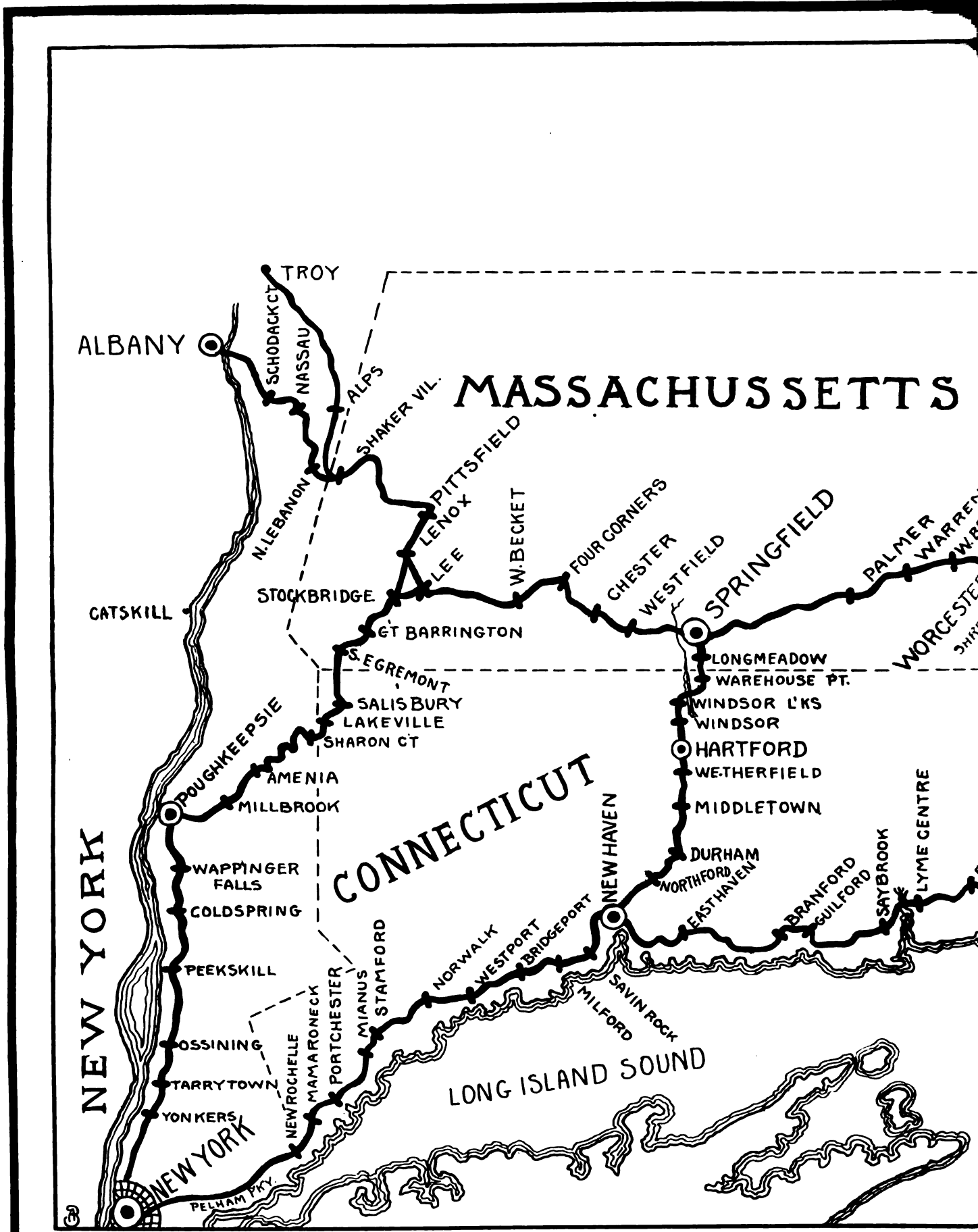
LENOX (146 m.).

In front of town hall turn square right and proceed direct up grade, State highway, and then down grade, meeting trolley, which follow through South street to Park,

PITTSFIELD (152 m.).

Albany, N. Y., to Pittsfield, Mass.

Descend Capitol Hill to Pearl street, first cross-street with car tracks. Turn right on Pearl street to South Ferry street (where single car track branches left). Turn left and continue straight over toll bridge across the Hudson River to Rensselaer. From bridge exit turn sharp right into Broadway, bearing left to block beyond to Columbia street. Past trolley station (on right) straight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FOUR CORNERS
CHESTER
WESTFIELD
SPRINGFIELD
PALMER
CATSKILL
STOCKBRIDGE
G'T BARRINGTON
S. EGREMONT
SALISBURY
LAKEVILLE
SHARON CT
LONGMEADOW
WAREHOUSE PT.
WINDSOR L'KS
WINDSOR
HARTFORD
WETHERFIELD
MIDDLETOWN
DURHAM
NORTHFORD
EAST HAVEN
NEW HAVEN
BRANFORD
GUILFORD
SAYBROOK
LYME CENTRE
POUGHKEEPSIE
AMENIA
MILLBROOK
CONNECTICUT
NEW YORK
WAPPINGER FALLS
COLDSPRING
PEEKSKILL
OSSINING
TARRYTOWN
YONKERS
NEW YORK
NEW ROCHELLE
MAMARONECK
PORTCHESTER
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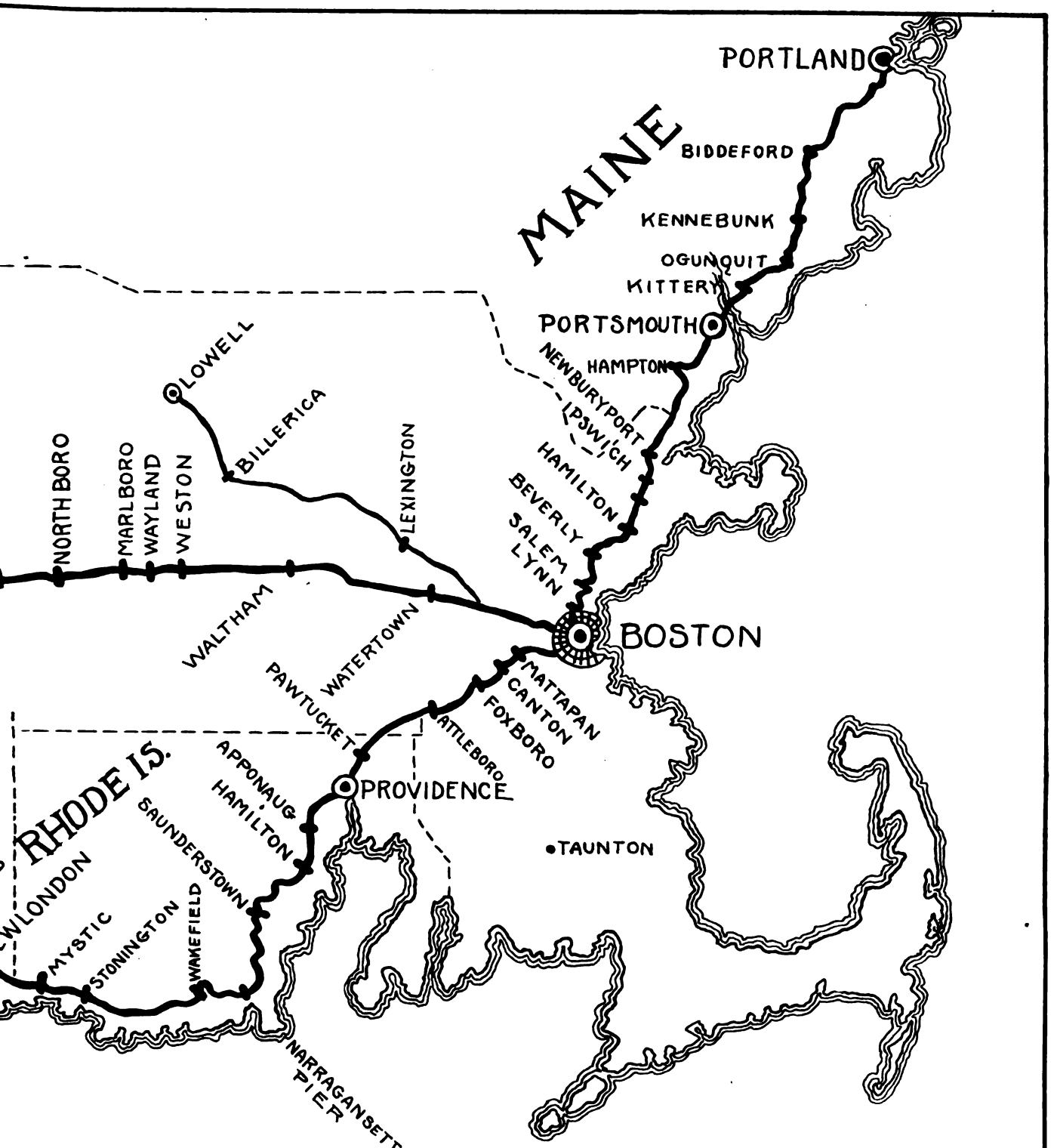
NORWALK
WESTPORT
BRIDGEPORT
MILFORD
SAVIN ROCK
LONG ISLAND SOUND
PELHAM PKY.


PORTLAND
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NEWBURYPORT
IPSWICH
HAMILTON
BEVERLY
SALEM
LYNN
BOSTON
LOWELL
BILLERICA
LEXINGTON
NORTH BORO
MARLBORO
WAYLAND
WESTON
WALTHAM
WATERTOWN
MATTAPAN
CANTON
FOXBORO
ATTLEBORO
PAWTUCKET
PROVIDENCE
APPONAUG
HAMILTON
SAUNDERSTOWN
WAKEFIELD
RHODE IS.
TAUNTON
MYSTIC
STONINGTON
NARRAGANSETT PIER

over two railroad bridges into Albany Post road, following macadam through East Greenwich to
SCHODACK CENTER (7.5 m.).

One mile beyond, after crossing stream, turn left and continue ¼ mile. Here turn square right and keep straight ahead to intersection of roads, 2½ m. Bear left and immediately to right, keep straight ahead 1½ m. to Four Corners; turn square left ½ m. to
NASSAU (13.75 m.).

Keep straight ahead, hilly road, bearing right at fork two miles out, and then left 1-3 mile beyond; take middle road straight ahead at triple forks beyond, and 1½ m. further keep right direct to Brainard (19 m.). Continue through to crossing of railroad at Barnard Station. Thence direct dirt and macadam, on right of railroad through West Lebanon, and New Lebanon Center to
NEW LEBANON (27 m.).

Follow along right side of railroad 1 m. toward Lebanon Springs; turn sharp to right, up grade, then take left on new State macadam road and which follow all the way over Taconic Mountain to
SHAKER VILLAGE (34.5 m.).

Cross over railroad bridge to West Pittsfield, bearing left to Lower Barkerville (34.5 m.). Keep straight ahead under railroad to intersection of South street. Turn left into South street and follow to Park square,
PITTSFIELD (37.5 m.).

Pittsfield to Springfield

The first portion of this route is mountainous, and from November 10 to May 10 is practically impassable. At this time of the year, however, the road can be negotiated with safety, if not with a great deal of pleasure, by riders who have plenty of time to spend. The route continues through Springfield, Worcester, Marlboro and Waltham to Boston.

From Park square, Pittsfield, follow trolley, cross railroad, via South street, State highway, easy grades to Lenox (6.5 m.). Turn square left in front of Curtis Hotel and follow macadam road past Laurel Lake (on right) to
LEE (10.5 m.).

Cross railroad and follow trolley to right; 1 mile beyond leave trolley, take left fork, macadam, and continue to East Lee (12.5 m.). Continue direct up the valley, passing Greenwater Pond (on right) to
WEST BECKET (17.5 m.).

Take left fork up grade to fork 1¼ mile out; turn left and about 1 mile beyond ascend "Jacob's Ladder," very stiff grade, which should be attempted only by high-powered machines and then with great caution. Keep straight ahead, down steep grades to "Bonnyrigg Four Corners."

To avoid Jacob's Ladder, take right fork at West Becket at sign post before solitary post office and continue direct through North Otis to Otis (22.5 m.). Here turn square left, ascend several hills. At "Blind End" turn square right and continue to East Otis (26.5 m.). Just beyond hotels turn square left; ¾ mile beyond turn left and follow main road north (1,714 feet elevation), and three miles on turn sharp right and descend to
NORTH BLANDFORD (32.5 m.).

Continue direct, keeping to right at forks 1 m. out, to Blandford (35.5 m.). Beyond meeting house, turn square left and descend the mountain to Russell (39.5 m.). Here turn square right and follow State highway, through Fairfield, 42.5 m. and on to Franklin street to intersection of Elm street, then right and follow trolleys to business center of
WESTFIELD (47.5 m.).

Turn square left with trolley into Main street, and follow the valley crossing river, paralleling railroad, leaving trolley and passing under railroad. Turn left through Provost Village, leaving trolley and follow to West Springfield (56.5 m.). Cross bridge over Connecticut River, bearing right into Plainfield street to Main street, and under stone arch bridge to Court square, SPRINGFIELD (57.5 m.).

Springfield to Worcester

From Court square, Springfield, go south via Main street to State street (Masonic Temple on corner), turn left, follow trolley up grade past United States Arsenal (on left) to Winchester Park (1.5 m.), then follow left branch of trolley to St. Michael's Cemetery (on right). Bear right and follow direct main highway—Boston road—to junction of trolley, entering
NORTH WILBRAHAM (11 m.).

Pass station, turn left under railroad, then right and follow line of railroad on left side to left turn (dangerous) at foot of grade across narrow bridge over Quaboag River. Cross railroad and bear right with trolley, entering
PALMER (16.5 m.).

Continue straight ahead through Main street to Thorndike street, then sharp left with trolley (Bank building on corner). Follow trolley north two blocks, turn sharp right and go straight ahead on State macadam to Blanchardville (18 m.), then under railroad twice (both dangerous blind turns), then straight ahead on left side of railroad, keep to left at next railroad bridge, *not crossing bridge;* follow main highway straight ahead, keeping left side of river, over newly graded State highway, passing West Brimfield Station (22 m.), following river road to West Warren (25.5 m.); here meet trolley and follow on State macadam to
WARREN (28 m.).

Follow trolley through town across railroad bridge, gradually bending left, State macadam, over another railroad bridge, and keeping with right branch of trolley, entering
WEST BROOKFIELD (32.5 m.).

Follow trolley, on State macadam, to Brookfield (34.5 m.). Turn right at hotel, then left at white church. At water tank beyond keep right with trolley over dangerous grade crossing on outskirts of East Brookfield (37.5 m.). Follow trolley, mostly on State macadam up grade to
SPENCER (41 m.).

Follow trolley through village, up short, stiff grade, then down long grade on fine macadam road to
LEICESTER (46 m.),

At Common, where trolley turns sharp left (church on corner) continue straight ahead through village, down steep pitch, about 1-8 mile beyond hotel, connecting again with trolley, which follow direct through Cherry Valley and New Worcester via Main street, past Clark University (on left) to City Hall,
WORCESTER (52 m.).

Worcester to Boston

From City Hall, Worcester, east via Front street under railroad viaduct, bearing left side of Washington square across railroad tracks at grade into Shrewsbury street (Union Station on left) and follow trolley through new Shrewsbury street boulevard, down Belmont, past Worcester Insane Hospital (over to left) to and across narrow causeway at Lake Quinsigamond. Bear left with trolley up grade on State macadam road to
SHREWSBURY (5.5 m.).

Follow trolley, winding State macadam most of the way to Northboro (10 m.). Cross railroad tracks at grade; at forks, outer edge of village keep left on State macadam, follow trolley all the way, bearing left around Lake Williams into Lakeside avenue. Turn left on West Main street, which follow past Soldiers' Monument to business center of Marlboro (15.6 m.). Straight through to intersection of East Main street; turn left on East Main a short distance to Middlesex square, where take right fork on State macadam and follow past Wayside Inn direct

through South Sudbury (22.5 m.), crossing two railroads. Follow State macadam along left side of railroad, crossing same and crossing Sudbury River just before entering
WAYLAND (25.5 m.).

Cross trolley tracks and follow State macadam all the way to Weston (28.5 m.). Keep straight across railroad at Stony Brook Station, near Weston street, to intersection of Main street,
WALTHAM (31.5 m.).

Through Main street past Common and City Hall (on right) with trolley, bearing right a prominent fork. Cross railroad at Beaver Brook Station, still following Main street, trolley, through
WATERTOWN (35 m.).

Straight through, crossing railroad to prominent fork at eastern edge of city; bearing right into North Beacon street, past United States Arsenal (on left). Follow same street through Brighton and Allston direct into Commonwealth avenue (one thoroughfare), through Back Bay district to Public Gardens,
BOSTON (42 m.).

Portland, Me. to Boston

This section leads direct to Boston, via Saco, Biddeford, Kennebunk, Portsmouth, Hampton, Newburyport, Ipswich, Salem, Lynn and Chelsea. The roads are poor for much of the distance. There are side roads leading to numerous beaches all along the route.

From City Hall, Portland, southwest on Congress street, through Monument square, turning left into High street, and right into Danforth street. Bear right, straight ahead, past Western Cemetery; cross Vaughan Bridge over Fore River, following trolley over railroad straight ahead through Scarborough (6.5 m.) to
DUNSTAN CORNER (10.25 m.).

Continue straight ahead with trolley, crossing under railroad, direct into Main street,
SACO (15 m.).

Turn right into Elm street, cross Saco River (two bridges), and under railroad. Left into Lincoln street to City Hall (brick building, with tower),
BIDDEFORD (16.5 m.).

Turn left with trolley up slight grade and keep with tracks to right of monument. Where trolley turns left, keep straight ahead (Graham street), soon joining trolley again. Bear right to fork at drinking fountain, take left, leaving trolley, past cemetery, cross under railroad at West Biddeford (20 m.), straight ahead, avoiding all turns to
KENNEBUNK (25 m.).

Bear right in small park through Kennebunk with trolley, over poor road, crossing under railroad to Elms (28.5 m.), direct road with tracks to Wells (30.5 m.), Moody (32.5 m.), Ogunkquit Beach (34 m.), into
OGUNKQUIT (36 m.).

Where trolley turns left at Ogunkquit take right fork and continue straight ahead, stony road, avoiding left fork at Cape Neddick (40 m.) and left fork two miles beyond to
YORK CORNERS (44 m.).

Bear left at monument and follow trolley for 1½ miles across York River. Follow direct macadam, worn in spots, with telephone poles, keeping right at fork 5½ miles out, to
KITTERY (50.5 m.).

Cross Piscataqua River (15 cents toll), bearing left into Market street, across railroad twice to Market square,
PORTSMOUTH (51.5 m.).

From Market square go southwest on Congress street to Middle street. There turn left with trolley; take middle road when trolley turns to right and follow telephone poles when via Lafayette road, crossing over railroad and bearing left, avoiding right forks, crossing trolley again crossing over railroad, bearing right to intersection at forks of trolley in
HAMPTON (62.25 m.).

Continue straight ahead with trolley, crossing railroad through Hampton Falls (64.75 m.) and Seebrooke (66 m.), to Smithtown (67.75 m.). Take road with middle fork of trolley and continue with trolley under railroad to
SALISBURY, MASS.

Straight ahead with trolley along railroad (on right), across toll bridge over Merrimac River into Winter street, which follow, turning left to High street, and on to intersection of State street,
NEWBURYPORT (73 m.).

Continue with trolley down High street, bearing right through Newbury, over State macadam, past Newbury Old Town, crossing Parker River and direct south through Burke's Corner to Rowley. Continue on through Main street, meeting trolley just below town, which follow across railroad into
IPSWICH (85 m.).

At square by church, turn right, following trolley south a short distance, keeping straight ahead (where trolley turns left), then follow, partly over State macadam to Hamilton (89.5 m.) at prominent fork turn right and cross railroad, bearing left along same to Hamilton-Wenham Station. Keep left with trolley over State macadam passing Wenham Lake (on right), direct past North Beverly Station. Bear right, then left, with trolley, crossing railroad, Rantoul street,
BEVERLEY (96 m.).

Continue to end of Rantoul street, bearing short right, then left, and cross long bridge into Bridge street,
SALEM (98 m.)

Straight ahead from bridge exit to intersection of Winter street, where bear left to Common. Turn right along side of Common to end of same, then ahead one block on Brown street to St. Peter street. Left on St. Peter street to Essex street, then along a half block, turning left into Lafayette street, following trolley to State Normal School at lower edge of city. Bear right at school to Loring avenue, direct but winding road to bridge across small stream, then straight ahead short distance with trolley. Where trolley forks bear right to Phillips Beach Station, cross railroad and bear right through Swampscott. Pass Monument square and short distance ahead turn right into Ocean street, to intersection Mahant street, Lynn. Turn right up Mahant street three blocks to Broad street and left about two blocks to Washington square (small). Bear right into Exchange street, through Central square into Capitol avenue, to City Hall square,
LYNN (105.5 m.).

Through North Common to intersection of Western avenue at Market square. Bear left into Western avenue and continue direct south across the marshes (good roads) to Revere. Follow trolley into Broadway, Chelsea. Continue on Broadway through Chelsea square to and across Mystic River Bridge, straight ahead on Chelsea street, past railroad docks and navy yard to City square, Charleston. At square turn left one long block, across Charles River Bridge into Boston. Straight ahead from bridge into Washington street to Adams square.
BOSTON (116 m.).

Lowell to Boston

From City Hall, Lowell, follow trolley through Merrimac street, turning right to Central street, past railroad station into Gorham street, passing fair grounds (on left) and cemeteries (on right). Where trolley turns left keep straight ahead, crossing Concord River, immediately turning right, joining trolley again and cross railroad to
BILLERICA (6 m.).

Take right branch of trolley, leaving town. Cross railroad and continue through Bedford Springs to
BEDFORD (11 m.).

Turn left at center of town, drop trolley, cross railroad, meet trolley again and follow over State macadam, crossing railroad again at North Lexington Station, and follow trolley to Common,
LEXINGTON (16 m.).

Pass Common, bearing right with trolley through East Lexington and suburbs of Arlington Heights to Arlington (20.5 m.). Pass Old Cooper Tavern and Soldiers' Monument (route of Paul Revere's ride). Cross railroad, bearing right with Massachusetts avenue to North Cambridge Station. Here bear right across railroad, direct past small Common (on right) and Harvard College buildings (on left). Turn left at square, college buildings still on left, then straight ahead with trolleys through Cambridge and Cambridgeport to and across Harvard Bridge into Massachusetts avenue and Beacon street,
BOSTON, (27.5 m.).

New Haven to Springfield

A popular route, mostly macadam for the whole distance, via Middletown to Hartford, crossing Connecticut River at Windsor Locks, thence on east side through Long Meadow.

From College Green, New Haven, north through Temple street, straight ahead into Whitney avenue, with trolley. Leave trolley about 1 mile out and turn square right into Lawrence street; continue to end of street, turn left into State street, join trolley, and follow short distance to Main street (about 1320 State street). Turn right, past iron fountain and across bridge over railroad. At once bear left into Middletown avenue, good macadam, which follow down grade across iron bridge over Quinnipiac River and under railroad tracks. Keep straight ahead on macadam road, crossing trolley tracks east of village of Montowese (4.5 m.). Follow telegraph poles, good country road, with stretches of macadam, to
NORTHFORD (10.5 m.).

Keep on main road—Durham turnpike—to "flats", bearing left after crossing same, fine road, through Durham Center, to
DURHAM (19.75 m.).

Straight ahead north, bearing right at all forks, easy grades and good roads, direct into Durham avenue, across causeway, meeting trolley, which follow via South Main to Union Park. Turn right to far end of park, then square left into Main street and straight ahead to business center,
MIDDLETOWN (26 m.).

At end of Main street, immediately after crossing railroad bridge, turn square right, past St. John's Church (on left), swing to left with trolley; cross railroad and keep straight ahead (passing bridge entrance on right), on macadam road, bearing left at fork, across railroad, to
CROMWELL (29 m.).

Cross railroad again and bear left up hill, keeping main road to church in triangle (on left) at Rocky Hill (34 m.). Take right fork past church, then bear left, straight ahead to railroad, which cross to South Weathersfield. A short distance beyond make sharp left and right bends, meeting trolley at
WEATHERSFIELD (38 m.).

Follow trolley past State Prison (on right), bearing right with same into Hartford avenue across railroad into Main street to City Hall,
HARTFORD (42 m.).

Follow trolley north on Main street, bearing right at stone fountain (on left) into Windsor avenue, macadam road, continuing with trolley all the way to
WINDSOR (47 m.).

At upper end of "Green" take right fork with trolley, slowing down for short, blind turn under railroad with narrow passageway. Cross trolley tracks just beyond and then straight ahead to covered bridge over Farmington River. Keep straight ahead, still following trolley, some macadam road, passing Hayden Station (on left) over narrow and somewhat sandy road. Where trolley turns left over railroad keep straight ahead, close to river, shortly crossing both railroad and trolley. Pass stone Memorial Hall and brick church (on left) on Main street,
WINDSOR LOCKS (52 m.).

After passing church, take first right turn across railroad at grade and across Suspension Bridge over Connecticut River. Straight ahead from bridge exit to small park,
WAREHOUSE POINT (53 m.).

Turn square left with trolley, then follow past railroad station and freight house up short grade, at top of which turn left and continue direct to Enfield. Just above, where trolley diverges right and left, keep straight ahead on main road, meeting trolley again, and follow past State Line Grove. Curve left down grade onto fine macadam road, between rows of tall elms at
LONG MEADOW, MASS. (63.5 m.).

Follow trolley down grade on long double curve, macadam road, to fork near entrance to Forest Park (on right). Here leave trolley, keeping to left, then bear right onto Pecousic avenue, fine broad macadam, passing South End Bridge (over to left), soon turning right, then winding left to intersection of trolley and Main street, and follow to Court square, center of
SPRINGFIELD (69 m.).

Thief Made Haul in Detroit

ON July 21st, a man giving the name of Lewis Ferris called at the store of the Economy Cycle Supply Company at 57 Grand River avenue, Detroit, Mich., and asked to look at some motorcycles. He was given a demonstration, and allowed to take a machine out on the 23d and 24th for a ride. On the 25th he called at the store and presented a check for $250, which he said had been sent him by his father. He was given $30 in change and instructed the firm to ship the machine to Grand Rapids on the following Monday. On Sunday, however, he asked permission to ride it to see a friend on the East Boulevard. He obtained the machine at 3.30 and left at 4 on the D. & B. boat for Buffalo.

The check was a forgery and a reward of $50 has been offered for the arrest of the thief and recovery of the machine, and dealers are notified to be on the lookout for it. The machine was a Harley-Davidson, single cylinder, color gray, with tandem attachment and two saddles. It has a 3½-h. motor, with the number 2104 on the crank case and cylinder head. Ferris was about thirty years of age, 5 feet 9 inches tall, 225 pounds weight, light complexion, smooth face, well dressed and spoke with a German accent. He left his grip at the Griswold House, and the laundry mark on underwear in it is Kraft-Funk. Address communication to Superintendent of Police Downey, Detroit.

J. H. MURPHY, secretary of the Franklin Agricultural Society, plans to add a motorcycle race to the attractions for the annual fair at Springfield, Mass., in September. The prize will be a silver cup and the race will be limited to Franklin county cyclists.

SOME motorcycle events will probably be put on the card for the automobile races on Aug. 22d and 23d at San Rosa, Cal. It is quite likely that a hill-climbing contest will be the feature of the program.

PROVIDED the consent of the Police Commissioner can be obtained, the National Capitol Motor Club, of Washington, D. C., will hold a hill-climb in or near that city in the near future.

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F. P. PRIAL

LEROY COOK - - - - - - - *Editor*

Advertising
L. H. CORNISH WILLIAM R. SHANNON

A Field for Development

A FIELD is opening up for the motorcycle in practical, daily, business use. In fact, it may be said the field has already been opened. The ground has been barely broken, however. Every day reports of the successful use of one machine or another over some Rural Free Delivery route reach us. The telephone and telegraph companies find them invaluable in their business. A lineman can go out and cover miles on a motorcycle where he covered yards before with a horse and rig. Where it used to take half a dozen men to inspect ten or twelve miles of lines, each man doing his little two-mile stunt, now one man can do the whole thing. Then the doctors are making use, more and more, of these handy little machines on their calls. One horse cannot travel day and night; the doctor necessarily needs two of them in his stable. His motorcycle, however, is always ready, day or night.

Then the business man, or even the mechanic, can own his machine and ride back and forth to his business at a cost far under that of any other means of transportation. He can be independent of the railroads, and have his summer home back in the hills or along the ocean, where property values are low. Then, again, package delivery systems are being inaugurated in several of the different cities. These are aside from the tricars that are used for delivering laundry and other light merchandise. They have been started as a business venture by a few far-sighted gentlemen who have realized how really cheap motorcycle transportation is. Packages can be delivered at a much lower cost and with a larger margin of profit than by any of the methods now in vogue.

The Day of the Lightweight Will Come

WE live in an age of hustle and hurry, and it is only natural that this craze for speed should make itself manifest among the riders. High-powered, swift-moving machines are in demand. While the demand as yet has not exceeded that of the smaller machines, it is a fact that this demand is still growing. A tyro buys his first machine, a single-cylinder of about 2½ h.p. being the height of his ambition. He rides it for six months, and

ellows have made him "eat dust" on a
he sells his little machine and he buys
affectionately calls his "Big Six" or some
ate name.
on is bound to come, however, and the light-
chine will have its day. Already some of the
rers are catering to this demand and fostering
ery possible way. It is realized by them that the
mania will not last, that where it does a man will
essarily need two machines, one an out-and-out racer
n which he can hold his own on track or road with anything in his class, and the other a light, comfortable, noiseless machine that will carry him at a moderate pace over all but the most severe roads.

Too Much Thieving

THERE are altogether too many machines stolen. Day after day reports are sent out to the different agents and dealers throughout the country to be on the lookout for this or that machine, which has been stolen. The pet method of this style of thief is to make himself known to a dealer, or sometimes to an individual, as a prospective buyer, secure the machine for a trial run or demonstration. When once he is out of sight he travels as fast as possible to some place where he can dispose of his booty. It is an easy matter to mutilate the engine number and to so alter the appearance of the machine that its owner would probably fail to recognize it. The one way to stop this thieving would be to allow no demonstrations unless the unknown rider is accompanied by an employee of the sales agent.

Organization Is a Good Thing

IT is cheerful news to read of the organization of motorcycle riders into clubs all over the country. The simple fact that there are enough riders in a town to organize a club is an augury of the popularity of the motorcycle there, and an indication that the modern business methods which have been installed in the manufacture and sale of machines during the past year have been successful, and are meeting with the reward they deserve. The agents and dealers sell their machines and make riders, the riders form clubs, the clubs in turn create an interest in the sport that is otherwise lacking and make converts to the game, these in turn buy machines from the agents. It is a game of ring-around-a-rosy, and everyone who plays is happy.

Use Common Sense When You Ride

A WORD of caution to riders who get out and "burn up" the roads is not out of place. From all over the country complaints are registered against the speeding of motor vehicles. It is pleasing to know that there is much less objection evidenced toward the motorcycle than against the automobile, and that fewer accidents are attributed to the former. The fact that the smaller machine is much more readily handled, and can avoid danger quicker than the big machine, detracts but slightly from the danger which lurks in high speed. This danger should not be minimized in the least. The safe and sane use of the roads should be advocated by all, especially the clubs, whose words of warning will carry weight.

WE print an article "Why Motorcyclists Should Join the F. A. M.," by Earle L. Ovington, the recently elected president of that organization. He points out what the F. A. M. stands for, some of the things it has accomplished, what it does and will do for its followers, and shows in a clear and concise manner the benefits that are to be derived by its individual members. His words should have attention.

Pacific District's Vic

THE Vice-President of the Paci reelected at the annual F. A. M New York City last month to se in this capacity, is R. K. Holmes of

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the p
years he h
a rider and
been in the trac
for four years, handling the R-S. Now he is building the H. & H. machine, which has been marketed locally, and which has met with quite a success on the road and in track races. He is a member of the Los Angeles Motorcycle Club.

A LARGE number of riders and owners were present at a recent meeting held by the Sports Committee for "Troy Week," and arrangements were made for a road race to be held on Wednesday morning, Sept. 9th. Competitors will be residents of Troy (N. Y.) and vicinity, and the course will cover a distance of 12 miles, with the start and finish in front of Rensselaer Park.

RIDERS in Omaha, Neb., will find themselves in hot water unless they observe the speed laws in future a little closer than they have done in the past. Mayor Dahlman has instructed the police to enforce the regulations against motorcyclists as well as automobiles, and he expects also to have an ordinance passed to compel every owner to muffle the exhaust from his motor.

THIS picture was reproduced from a postcard received by Eugene Kircherer, N. S. U. Motor Company, 206 West Seventy-sixth street, New York City, from S. W. Carty, mailed from John O'Groat's by him on his arrival there in the End-to-End Trials. The face of the card reads, in addition to the address: "Saturday, July 18th, 1908, 4.38 P. M.—Just arrived, all safe and sound, on my 3¼-h. N. S. U., after a wicked and terrible journey. Rain all the time. S. W. Carty."

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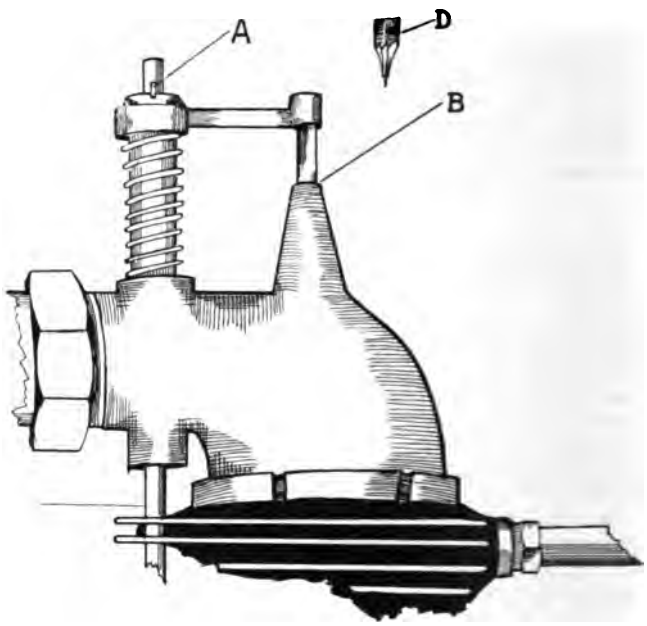
stuck, and he had foolishly injected some lubricating oil in the priming-pin orifice to loosen it. Then he had mounted and ridden a short distance, only to find that the oil had charred and stuck his valve so tightly that he not only could not push the valve down, but could not remove the valve dome.



With the help of a little kerosene oil, a quantity of which an experienced rider always carries, and a little patience and perseverance, the things were gotten to moving fairly well. In the conversation following, the valve arrangement of the N. S. U. was discussed and how nice everything would work if a similar incident should happen to it.

In removing the mechanical intake valve rod, which is done in a moment, the writer dropped a small rod (B), which rolled into the creek below, leaving him, as his companion said, "up against it" and worse off than he. His eyes were opened, however, when the rest of the mechanical arrangement was removed in a very short time by simply taking out the pin (A), and after inserting a lead pencil (D) at (B) the machine was started off up the hill as though nothing had happened. It was necessary to renew the wooden plug twice in covering the distance home, forty-one miles.

AN application has been made to the F. A. M. by the Hartford (Conn.) Motorcycle Club for a sanction to hold a hill-climbing contest on August 29th. Entry blanks will be sent out through New England just as soon as the sanction is secured, and it is hoped to secure a large entry from Connecticut and Massachusetts riders.

CLUB NEWS

A PERMANENT organization of Council Bluffs (Ia.) motorcyclists and automobilists was effected at an organization meeting held in the "Dutch Room" of the Grand Hotel in that city on July 31st. The association will be known as the Council Bluffs Automobile and Motorcycle Club, and officers were elected as follows: Dr. Donald Macrae, president; Dr. T. B. Lacey, vice-president; Thomas Farnworth, secretary; J. G. Wadsworth, treasurer; Maurice Wollman, executive.

During the two hours and thirty minutes of the session many subjects of vital interest were discussed by the party and plans were talked over for the abatement of these evils. Everyone present expressed himself as being heartily in favor of seeing that the city ordinance with regard to speeding be rigidly enforced. Likewise they are not in favor of seeing cranks on the subject trying to give the motorist the worst of it.

President Macrae broached the subject of good roads. The suggestion that the organization as a body cooperate with the officials in maintaining good drives throughout the state, and particularly in and about Council Bluffs, was well received. A committee probably will be appointed to care for this matter. At the next meeting of the organization a number of committees will be appointed to look after the trials and tribulations and also the jubilations which will put in an appearance as the association grows. The officers will act as a board of directors or governors, their titles to be decided on at a later meeting. Outside of the four officials, Maurice Wollman will be a member of the board of directors, making a total of five members for that body.

In the proposed constitution and by-laws it is stated that the organization is to be both social and protective—social in so far as the furthering of the social welfare of the members is concerned; protective in so far as the "prevention of unjust legislation" is concerned. It will be the duty of all members of the association to do their utmost for the enforcement of road and speed ordinances and the punishment of violators of such ordinances. It is therein stated that any member known to have violated the speed ordinance of any city shall be suspended from membership in the organization.

SUNDAY afternoon, July 26th, twenty-five riders from Cheshire County gathered in Keene, N. H., and discussed the feasibility of forming a county motorcycle club. They met in front of the Sentinel Building, and after a short parade around the square, rode to the Citizens' Electric Company's grounds, where the meeting was held on the lawn.

C. C. Wilber of Keene was chosen temporary chairman, and after a full discussion of the plans for an organization, committees were chosen to frame a set of by-laws and provide for membership. The committee on by-laws is C. C. Wilber, G. Fred Little, Glenroy W. Scott, Frank E. Leonard and H. L. Ricksford; on membership, George Cross, C. E. Harder, John Hanrahan, Leander Page, Joseph Landry, Clyde Partridge, Joseph Watson, George Robertson, Fred Morse, R. H. Abbott and C. E. Bissell.

No name for the club was chosen at this meeting. It is the intention to promote the social side of the sport as well as provide for runs, races, etc. Those present were: John Hanrahan and H. L. Ricksford of West Swanzey; C. E. Hill of Swanzey; Jasper Landry of Marlboro; Leander Page of Spragueville; Fred Harder, Dean Scott, James Butler, Frank E. Leonard, Clinton Harder, George Cross and Roy Scott of Winchester; Harry Lewis, Fred Morse, C. C. Wilber, James Greene, G. Fred Little, R. H. Abbott, E. C. Carpenter, Norman Collier, Harry Dean, James D. Eames, J. E. White, Henry Lake and Guy Lombard of Keene.

There are several other enthusiasts in Keene and neighboring towns who have signified their intention of joining should a club be formed. Among them are: C. E. Bissell of Bellows Falls; Clyde Partridge of Marlboro; O. D. Barney, George Emerson, George Scott, B. F. Woods and James Philips of Winchester; Lewis J. Carpenter, A. E. Eames, George Howard and E. J. Richardson of Keene.

THE Troy Motorcycle Club was organized at a meeting held on Aug. 7th at the store of E. H. Brunelle on Fulton street, Troy, N. Y. The following officers were elected for the first year: President, Jesse B. Wilbur; vice president, E. H. Brunelle; secretary and treasurer, E. H. Barrett; road captain, William Jordan. The club will hold regular meetings on the second Tuesday of each month. It was planned to have a run to Pittsfield and North Adams, Mass., August 16. The charter members, besides the officers, are: J. W. Mabee, Nelson L. Bills, Bert Grant, James Miller, Robert Lansing, Fred Lansing, John Capelle, Arthur Fonda, Louis Fountain, C. E. Bonesteel and Alfred Brown.

THE official run of the Baltimore (Md.) Motorcycle Club on August 2d, to Frederick and return brought out seventeen enthusiastic riders, many of whom were new men, but all enjoyed the trip. Captain W. S. Fisher is planning a two-day trip to Hagerstown and Harpers Ferry the latter part of this month. The trip will be made by easy stages, and he would be very glad to furnish any information to riders who wish to join the run. W. Rayner Straus, Nelson Johnson and Howard A. French are planning to take in the trip, which abounds in fine scenery and good mountain roads.

THE riders in Oakland, Cal., met and organized under the title, "The Oakland Motorcycle Club," on July 24th. The meeting was held at 377 Twelfth street, and temporary officers were elected and a committee was appointed to secure headquarters. The new club will enter teams in coast contests and will hold club athletic matches. The temporary officers were elected as follows: George A. Faulkner, president; L. G. Fitzsimmons, secretary; R. L. Ainsworth, treasurer. Fifty members have signed the roster.

THE PRACTICAL SIDE

TELEPHONE SERVICE: R. F. D. ROUTES: POLICE DUTY

...city of the
...troubleman"
...Boston Telephone

...ment of $200. The
...nt, would be $12
...machine 10 times in a
...age 40 miles. In order
...nd know what to do with,
...ays to do this work. Fig-
...we will have $15 for labor,
...we have a total expense of

...every ten days at $3 for
...man at $3 per day, $30; total $60.00
...cycle, $10.00 ..... 16.60

...of motorcycle $43.40

...for further remarks to justify the motor ...front seat. Before the year is up, I will ...50 such trips.

...our farm line trouble can be and is lo... telephone on the line. In such cases it is plain... see that the motor has the inside track. If your ...only at a mile or two, a man that knows his busi... a motorcycle, run out and clear the ...and be back to the office by the time the average ...man would hitch up a team and deliver it at your office. And if the trouble should be out 10 or twelve miles, so much ...better, the motor will gain accordingly.

"Some men claim that they have trouble in locating a cross when riding the motor. Well, I will say this, if these men will do the same when riding a wheel as they do when driving a team, viz., when in doubt get out and look and make sure, then they will not pass a cross, but of course, a 'motor' runs so nice that they hate to stop; but they should do so and not lay the blame on the machine.

"I have ridden a good many miles, and I have my first case of trouble to pass by. If the boys cannot find a cross on a motorcycle, there is just one of two things the matter. It is either the wrong man with the right machine, or the right man with the wrong machine. If the motorcycle should be used only in cases where the trouble is definitely located before leaving the office, it will pay an interest of from 100 to 500 per cent. on the investment.

"The motorcycle should be owned by the company and put in charge of some good responsible troubleman, with the understanding that it shall be used for the company only. The idea of using the machine for pleasure trips, evenings and Sundays, and coming to the office mornings with the machine looking like a man does that has been out on a drunk, is not the proper way to test out the value of a motorcycle.

"Have a place at the office to keep the machine, and 15 minutes before quitting time have the man that rides it run it in and clean it up and take care of it the same as he would a horse. It will not do for him to ride it home, run it in the woodshed or some other place and let it stand over night or maybe two or three days without any attention in the way of care.

"I have ridden a motorcycle for about eight months and I no more think of putting the machine away without cleaning it up than I do of eating my breakfast without washing, and if you will see the machine, you will be compelled to say it pays to do it.

"If you use a motorcycle, study all the time to learn the most capable and efficient modes of handling and running it, and it will not be a question with you as to whether it is a success as a troubleman's friend or not, but a question as to whether you can get along successfully without it."

ONE of the carriers out of Wabash, Ind., I. W. Krider, set a record on the 3rd of this month for the delivery of mail on his R. F. D. route that speaks eloquently for the motorcycle. On the morning of that day he left the post office at 7:15 and was back at the office, after running a distance of twenty six miles and stopping at 124 mail boxes to deliver or to receive mail, at 10.45 o'clock.

Krider has been delivering the mail on his route for some time on a motorcycle, and no matter what the condition of the roads he always makes better time than it is possible to make with a horse and rig.

The above, however, was his record run, as, counting in the stops, which are killing to speed for a long run, he made the trip at better than six miles an hour, with an average of five stops to a mile, where he had to bring his machine to a complete stop, place the mail in the boxes and start up the machine and again try to gain full speed with a stop only one-fifth of a mile ahead of him.

RURAL CARRIER HADLEY, on one of the routes from Iowa Falls, Ia., is demonstrating that the motorcycle in the rural carrier service may become a new factor in the delivery of mail on the R. F. D. routes of the country. He has just put a machine in service and the saving in time is remarkable. His route is twenty-five miles long and he serves seventy five persons. He can cover the route and stop at each of the boxes on his route in two hours and claims he can even reduce this record a half hour. Heretofore, with the old modes of conveyance he has required from six to eight hours, so that the new method of transportation makes such a big saving in time that it will set the attention of other carriers.

THE City of Toledo is about to add twelve motorcycle policemen to its present service. The Indian machines in use in this city have been operated with a great deal of success.

CHIEF OF POLICE FRANS, of St. Joseph, Missouri, is enthusiastic over the success of the motorcycle as an adjunct to the Police Department. He regards it as one of the most valuable equipments of the service. "The value of the motorcycle lies in its ability to get an officer quickly to a point where he is wanted," said the chief. "When people send in a call for a policeman, they want him in a hurry, and if he has to wait for a car or walk he usually arrives too late. Then those who send in the call are disgusted with the slowness of the department. A man on a motorcycle can get to almost any part of the city in five or six minutes. This puts him on the spot in time to be of some service."

THE motorcycle is coming into its own out in Arizona. The contract for carrying the mail between Tucson and Twin Buttes, a distance of about twenty-five miles, has been taken away from a railroad by a man who will perform the service on a motorcycle. His name is H. B. Kroeger, and his compensation is to be $85 a month, a price materially less than demanded by the railroad company. The contractor will leave Tucson at 7 o'clock each morning, arriving at Twin Buttes at 9.30, returning each afternoon, with a time limit of two and one-half hours.

ONE of Boston's progressive newspapers has established an information bureau for the benefit of its readers who are looking for attractive summer resorts in New England. In order to get his data at first hand, the head of the bureau has been going over the ground personally, making his trips on a motorcycle, and in that fashion has covered a greater area, and with more despatch, than if he were traveling by train or trolley.

THE El Paso, Tex., Indian agent, J. F. Zimmerman, has inaugurated a parcel delivery system in that city, and will deliver packages weighing up to fifty pounds within the city limits at 10 cents each.

EXCELSIOR

TANDEM ATTACHMENT, LUGGAGE CARRIER AND STAND

¶ Made of steel throughout and heavily nickeled. ¶ Can be attached to almost any motor cycle without alteration or necessity of drilling and thus weakening the frame. ¶ The tandem attachment is designed for the use of any handle bar and saddle, and is furnished without either, leaving the selection to the purchaser. ¶ The luggage carrier is beyond question the strongest and most durable ever placed on the market, with a deck or platform of four steel bars

¶ The stand when not in use is held in place by a spring latch that HOLDS, but is instantly released by a slight pressure of the hand. When in use the base is broad and the stand solid enough that the motor may be run at any speed without danger of tipping over or accident

STAND IN USE

The price of the Luggage Carrier complete and ready for attachment is

$10.00

The Tandem Attachment complete except handle bar and saddle

$15.00

STAND FOLDED

We offer a liberal discount to dealers that makes this one of the best paying accessories on the market

EXCELSIOR SUPPLY COMPANY

(Established 1876)

233-237 RANDOLPH STREET CHICAGO, ILLINOIS

WHAT THE AGENTS SAY

Kansas City, Mo.

OUR motorcycle business is fairly satisfactory and the interest in the sport is growing very rapidly. Kansas City is particularly fortunate in having some 17 miles of the best macadamized roads to be found in any city in the world. Thanks to our County Court (which has full supervision over the country roads), we have to-day over 45 miles of the best country roads to be found anywhere, and every foot of these roads has been thoroughly covered with road oil, making them free from dust and a pleasure to use.

While Missouri has at times been referred to as "Poor old Missouri," largely due to the fact of having miserable roads, this part of the State is to be congratulated that the name no longer applies to this vicinity. The good road movement has taken firm root in the State, and we prophesy that within two years' time we will have one of the best roads across the State in the Union.

SCHMELZER ARMS CO.
Per Chas. J. Schmelzer.

Portland, Ore.

MOTORCYCLE business in our territory has been very satisfactory during the season of 1908, and our sales have increased several hundred per cent. Of course, we do not have the best roads in the world in Oregon, but nevertheless there are going to be many more riders next year than this.

The motorcycle business had a set back a few years ago, on account of a number of inferior machines being sold, which gave endless trouble, so it is very difficult to make a sale to any one who had any experience with these old motorcycles, though we have succeeded in convincing some of them of the absolute reliability of the modern machine.

The high-powered machines are the most popular here, and we believe that the sales next year will run largely to twin-cylinder models. It is our expectation to sell at least twice as many during 1909 as we did this year.

Yours, respectfully,
BALLOU & WRIGHT.

Portland, Oregon.

Buffalo, N. Y.

TRADE conditions for the month of July have been good with us, considering that July is not one of the heavy selling months. There has been quite a brisk demand for second hand machines running in price from $100 to $150. We have averaged from four to five machines a week for the entire month. There has been a brisk demand for repair parts, sundries and accessories, especially motorcycle stands. Riders are showing a great deal of interest in the models which are in preparation for next year, and we daily have a great many inquiries concerning same. Motorcycling is surely on the increase here in Buffalo, and we believe it is bound to show a decided advance in sales next year. Despite the financial depression and the fact that many of our prospective buyers have been thrown out of work during the last winter and spring, our sales have advanced fully fifty per cent. over last year.

Very respectfully,
NEAL, CLARK & NEAL CO.

Los Angeles, Cal.

THE wholesale coast distribution of the Merkle Motor Co., Ollier & Worthington, Los Angeles, report that to date they are more than pleased with the sale, and that the outlook for the balance of the season is also promising. There is but little difference in the sales this year from the season of 1907. They consider the Merkel this year a perfect machine and far superior to past models, and credit the great increase to that fact. They also say that the motorcycle has come to stay and predict that each year will see increased sales.

OLLIER & WORTHINGTON,
Per A. F. Wilson

Splendid Testimonials for M. & W. Tires

THREE very remarkable testimonial letters have been received by Morgan & Wright from competing riders in the New York-Chicago Endurance Run. They are as follows:

MORGAN & WRIGHT TIRE COMPANY,
Detroit, Michigan.

GENTLEMEN: I take the liberty of sending you this testimonial as to the durability of Morgan & Wright tires.

In the Endurance Run, New York to Chicago, I came through with a *perfect score* on a Thor motorcycle and Morgan & Wright tires. I had no trouble, nor did I have to pump air in my tires at any time after they left the factory at Aurora.

It is with pleasure I give you this testimonial. Truly yours,
C. S. HINCKLEY.

MORGAN & WRIGHT TIRE COMPANY,
Detroit, Michigan.

GENTLEMEN: I take great pleasure in telling you of the performance of your Bailey Tread motorcycle tires on the New York-Chicago tour on my Torpedo.

I inflated my tires in New York on July 6th, and started on the 1,200-mile grind to this city, over fine roads, rough roads, sandy roads, rocky roads, and none at all in some places.

Your wonderful tires held up without punctures or cuts, until, on the 15th of July, just nine days from the start, we arrived in good old Chicago with still the same New York air in my tires. The Bailey Treads looked splendid, considering the roads and speed maintained at times.

Not a puncture in 1,200 *miles.*

I congratulate you upon your perfect product and hope you get the prosperity you so richly deserve. Yours truly,
G. W. LYON.

P. S.—My middle name is "M-W" from now on.

MORGAN & WRIGHT COMPANY,
Chicago, Ill.

GENTLEMEN: In regard to my trip from New York to Chicago in the Endurance Run, July 6th, 1908, will say that I only had three punctures, and they were caused by good sized nails. I went over all kinds of roads and I can heartily recommend the Morgan & Wright tires to any one who desires a good, safe, durable tire.

I rode an Armac motorcycle on this run, and my machine, equipped, weighed over 200 pounds, myself weighing 175 pounds, making a total weight of 400 pounds. Respectfully yours,

JOS. DE SALVO.
235 West Jackson Boulevard, Chicago, Ill.

NO other Motorcycle in the world satisfies the exacting requirements of Police Departments as well as the M.M. Special. They are built with the fewest possible number of parts. The parts that are used are designed with a large factor of safety, and are three times the size necessary to resist any strain that could be brought upon them.

The M.M. is extremely simple in operation and very easy to manipulate. It will run as slow as five miles an hour, and within a few lengths, open up to a speed of 50 miles per hour.

Every one of the 17 M.M.s in use by the Metropolitan Police Department of Boston was guaranteed to make a speed of 50 miles an hour, and every machine was made to exceed this speed, to prove that our guarantee was genuine.

A Motorcycle that can fulfill the severest requirements of a Police Department is easily the best machine for the private individual.

M.M.s for 1909 are better than ever before, notwithstanding the fact that they were a year ahead of anything on the market, of American make, for 1908.

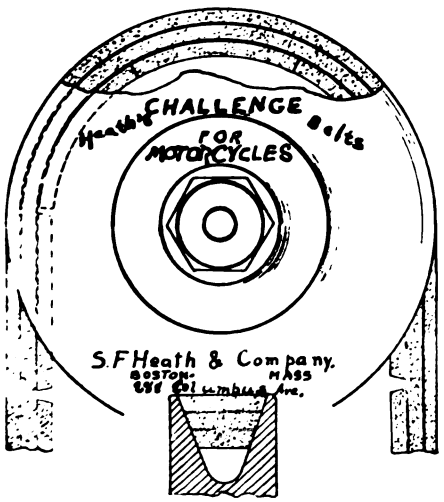
LIVE AGENTS SHOULD COMMUNICATE WITH US AT ONCE

AMERICAN MOTOR COMPANY

BROCKTON, MASS

A New Belt from Boston

THE Theim Manufacturing Company have for several weeks been testing out a new motorcycle belt which has been gotten out by S. F. Heath & Co., 288 Columbus avenue, Boston, Mass. These belts are either of the V style or flat type. The leather used in "Challenge" belts is made from special selected hides, tanned by a secret process, which produces a very high tensile strength. This leather is all hide, no filler being introduced to make weight, and is waterproof, that is, water does not destroy it. Climatic changes, no matter how severe or changeable, have no effect, and it is claimed that no other belt can compare with it in its resistance to the action of heat, steam, oil, gases and alkalis.



"Challenge" belts do not slip, hence no idlers are required. The permanent stretch under the hardest of use is very little, and leather treated by the above process recovers its normal tension very readily, the usual overnight rest being sufficient to take up the slack. The necessity for continually recovering pulleys is avoided by using the "Challenge" V belts. The flat belts are constructed after the most up-to-date methods, using the same leather describe dabove.

G. L. Economizer Saves Fuel

JOSEPH TRACY, the automobile engineer and racing man, conducted a series of experiments last June with the Gillett-Lehman gasoline economizer for the G-L, Patent Economizer Company, 1312 Times Building, New York City, that showed results really remarkable in the saving of fuel. A 24-h. Buick car was driven over the same route without, and then fitted with, the Economizer. The carbureter was of the ordinary float feed, spray nozzle type, fitted with auxiliary air valves. On June 16th, the car was driven 17.8 miles on one gallon of ordinary commercial gasoline, with the Economizer in place, but not in operation. On June 18th the same car was driven 24.6 miles on one gallon of ordinary gasoline. The run which was made with the Economizer in operation, shows a gain amounting to 6.8 miles per gallon.

The speed maintained in both cases was the same, i. e., ten miles per hour, and as far as could be observed the power developed was the same. The Economizer is a very simple little device, and can be used on a motorcycle just as readily as on a car. Further descriptive matter, etc., will be mailed on request.

Newmastic Makes Tires Puncture-Proof

NEWMASTIC is the trade name of a compound designed for replacing air in pneumatic tires, which has been tried by several New York riders and pronounced a decided success. It is made up by special machinery and protected by United States patents as well as by secret processes. The compound consists chiefly of glue, glucose and glycerine, which remains liquid for a short time after it is manufactured, and is injected during this time into the inner tube of the tire through the air valves in the same manner that the tire is inflated by air. The air is at the same time drawn off through hypodermic needles which are afterward closed. The proper pressure having been arrived at, the valve is closed, and in a short time the Newmastic is set and the tire is ready for use.

A tire thus treated combines the advantages of a solid and pneumatic tire. Punctures have no effect on it. The casings wear longer, because they are uniformly inflated at all times. Newmastic does not deteriorate with age nor harden. The same inner tube can be used in a new tire after the old one is worn out. This compound has been remarkably successful for automobile use; over 8,000 tires are now on the road, some as long as four years. Upon request demonstrations will be given in New York and vicinity by the Newmastic Tire Company, Broadway and Sixty-eighth street.

F. N. Engine In Smallest Auto

IT is not commonly known that the little car which is on exhibition in the show windows of the Auto Supply Company in New York City is fitted with one of the F. N. four-cylinder motorcycle engines. This midget car was built by A. Halverson for Masters George and Herbert Lurie, thirteen and eleven years old, respectively. It is an exact reproduction in every detail of the better type of automobile. It is fitted with a high-tension magneto, the axles are I beam, with radial bearings; it has semi-elliptic springs, 18 inches x 1¼ inches wood wheels fitted with Hartford tires. The wheel base is 46 inches and the tread 26 inches. The transmission is of the two-speed, sliding-gear type, and the whole outfit weighs 223 pounds. The motor and magneto were furnished by the Ovington Motor Company, 2232 Broadway, New York City.

New Machine Ready Soon

THE Emblem Manufacturing Company, Angola, N. Y., will have their new motorcycle ready by August 15th. This concern has been in the motorcycle field for some time, but it was not until this season that they manufactured a complete machine on their own premises.

FROM Bristol, Conn., comes the cheerful announcement of an increase in the working hours at the New Departure Manufacturing Company's plant to a full schedule of fifty-five hours a week. Business has been booming and full time for the 600 hands employed is the result.

IN the London-Edinburgh competition, recently held, S. G. Frost on a 4½ h. twin-cylinder Minerva won the Challenge Cup of the M. C. C. He was also a Gold Medal winner in the same run, and made a very hard fight for the Schulte Cup, which he lost to a Rover car by only ¼ of a mark.

The Merkel

At the Finish of the New York-Chicago Twelve Hundred Mile Tour

TWO PERFECT SCORES TWO

AND

WINS first and second places in the Special Five-Mile Race at Crown Point, Ind., July 18th, for machines, *just as they were ridden* in the longest motorcycle tour ever held.

A Real Race for STRICTLY STOCK MACHINES—the kind You Buy and Use

The demonstration of a machine's ability under these conditions means more to the buyer and user of them than any race with machines you do not buy or ride.

You can buy and use exactly duplicates of the machines that finished in these big events and ones that will duplicate these notables performances at any time you wish.

Again the MERKEL *BALL BEARING MOTOR AND SPRING FRAME.* Better ask your nearest dealer. If there is none, write

MERKEL MOTOR COMPANY 26th Avenue, Milwaukee, Wis.

THE AUTO-BI

Wins First Place in Five Mile Event at Wilkes-Barre, June 20

The *highest* grade Motorcycle built. It is so simply constructed anyone can handle it with ease. Three horse power, controlled with one hand, standard batteries, single piece crank shaft, Auto-Bi chain belt drive, truss cushion forks, 2½-inch G & J Tires and hollow steel rims—in fact every thing that constitutes the ideal mount for any kind of use. Not to know the AUTO-BI is evidence that you are not up to date on Motorcycles

LIVE AGENTS WANTED

THE AUTO-BI COMPANY, - - 1500 Niagara Street, Buffalo, N. Y.

MOTOR CYCLE

The British Motor Cycle
NEWSPAPER
American subscription rate, $2.50 per annum
"The Motor Cycle," 20 Tudor St., London, E.C.

MUELLER

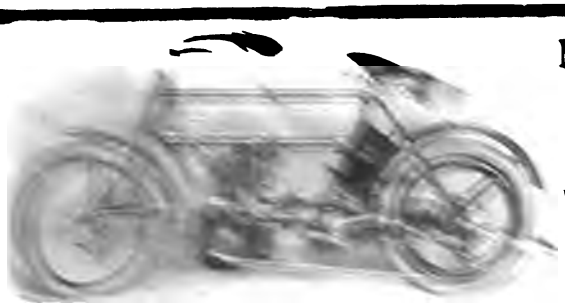
Tandem Attachment

Made also with drop frame

Price $65.00

Write for particulars to

L. J. MUELLER
1427 Woodland Ave., Cleveland, Ohio



Magnet Lightweight, 2¼ H.P.
Magnet Touring Single, 3½ H.P.
Magnet Touring Twin, 5½ H.P.

Touring Models Have WITHOUT EXTRA CHARGE

Write for full particulars

MAGNET MOTOR COMPANY,
CHICAGO, ILL.

After Shaving
use
MENNEN'S
BORATED TALCUM
TOILET POWDER

and insist that your barber use it also. IT'S ANTISEPTIC, and will PREVENT any of the skin diseases often contracted.

A positive relief for SUNBURN, CHAFING and all afflictions of the skin. Removes all odor of perspiration. GET MENNEN'S—the original. Put up in non-refillable boxes, "THE BOX THAT LOX." Sold everywhere or mailed for 25 cents. *Sample free.*

Guaranteed under the Food and Drugs Act, June 30, 1906. Serial No. 1542.
Try Mennen's Violet (Borated) *Talcum.*

Gerhard Mennen Co., Newark, N J

MORGAN & WRIGHT TIRES ARE GOOD TIRES

Our motorcycle tire is made out of the same material and by the same process as an auto tire

MORGAN & WRIGHT, DETROIT

Do You Know

The advantages of a two-speed and free-engine motorcycle?

Write for information

Every rider should be posted on this subject

Minneapolis Motorcycle Co.
517 South 7th Street :: Minneapolis, Minn.

GOOD ENOUGH

Jeanesville, Pa. Feb. 12, 1908.

B. F. Goodrich Co.,
Akron, O.

Gentlemen:

I take the liberty of writing you this unsolicited testimonial.

I have used your motorcycle tires for three seasons. The first two seasons I used 1 3/4", and had one puncture in all my riding. Last season I used 2 1/4" tires and never had a puncture of any kind and I went wherever I wished over all kinds of roads.

They may make good tires in Europe but I have no use for them. Your tires are good enough for me.

Very truly,
[signature]

READ THE LETTER

Three years' use--one puncture only

GOODRICH MOTORCYCLE TIRES

Built like an automobile tire--rides like a bicycle tire

The B. F. Goodrich Co.
AKRON, OHIO

FACTORIES: AKRON, OHIO.

"SUCCESS

Don't konsist in never makin' blunders, but in never makin' the same one twict."—*Josh Billings.*

FOR 4 CONSECUTIVE YEARS

The **N. S. U. Motorcycles** have won **GOLD** medals in the world famous End to End Trials of England. This year

2 N. S. U.'s Entered—2 N. S. U.'s Won GOLD MEDALS

and was ONE of the ONLY FOUR out of FORTY-EIGHT survivors to receive the Diploma

"NO TROUBLE—CONDITION EXCELLENT"

Their consistent running under the most adverse conditions without adjustment is waking the public to the fact that

There IS No Better

Part of our success was due to Shamrock Gloria Belts, Peter Union Tires, N. S. U. Belt Fasteners, Spark Plugs and Two Speed Gears.

N. S. U. Motor Co.
206 W. 76th St.
NEW YORK

Information? Dept. M.

OUR 6 H.P. TWIN TOURING MODEL

THE MUD LARKS
LIGHT MOTORCYCLES

Arrived in Chicago on Time

The motorcycle that received the MOST SEVERE TEST in the New York to Chicago Reliability Contest, was the "LIGHT." A six hour's delay, caused by accidents, compelled the riders to drive their machines through RAIN and MUD. They succeeded in catching, at Buffalo, N.Y., the main body of tourists who had been favored with continual clear weather and dry roads.

The terrific speed maintained in the chase over these rough and muddy roads proves that the "LIGHT" MOTORCYCLE is a machine of QUALITY. **To be RIGHT—Ride a "LIGHT."**

Booklet Sent on Request

LIGHT MFG. & FDY. CO., MOTORCYCLE DEPT.
4th and Hanover Sts., POTTSTOWN, PA.

What You Have Been Looking For

Weight Only 3 lbs. 9 ozs.

Price Complete $3.50

O. M. C. Motorcycle Stand

Patents Pending

FEATURES: Rear wheel can be removed without interfering with Stand. Easily attached Handsome in appearance. Light and compact. Locks automatically up or down. Made of best steel throughout. Released by the foot. Operates from one side. Having no separate legs cannot get into the spokes.

Clamps of new design, having two point contact on frame, which eliminates all danger of tubing crystalizing. Quickest operated. Beautifully nickeled and enameled in Black and Indian Blue.

Specify Make of Machine When Ordering

Manufactured by

OBERWEGNER MOTOR CO., Toledo, Ohio

Indian Motorcycles and Tri-Cars
Royal Belt Driven Machines

Complete stock Indian and Thor parts

Second Hand Machines, $50.00 up

Send for most complete and largest Motorcycle Specialty Catalog ever issued

F. B. WIDMAYER

2312 Broadway :: New York City

Send a Postal To-day

F. P. PRIAL, Chairman,
Membership Committee, F. A. M.,
299 Broadway, New York, N. Y.

Dear Sir:

I feel that I *ought to* join the FEDERATION OF AMERICAN MOTORCYCLISTS. Please send me particulars.

(Signed) _____

State _____

City _____

Street _____

Price $15.00 and $20.00
The Bullard Speedometers

The Motorcyclist's Favorite

Small, Light, Compact Easily Read

THOROUGHLY RELIABLE

Attached to handle bar—directly before rider.

Operated by flexible shaft and gear.

Weight 10 ounces, 2¼ inch dial. **Send for Pamphlet**

Bullard Specialty Co., 125 Hawley St., Springfield, Mass.

C. C. HOPKINS, Agent, 759 Gough St., San Francisco, Cal.

To the Buyer of a 1908 Motorcycle

To make Riding Comfortable

YOU MUST USE

Mattson's Sponge Rubber Grips

If not regularly furnished on your new mount, specify them when ordering and get them without extra charge

INSIST ON HAVING THEM

No other Grip can take their place to avoid "THAT NUMB FEELING" in hands and wrists

All up-to date manufacturers are using them. Leading jobbers everywhere carry full line

MATTSON RUBBER COMPANY :: LODI, N. J.

Simplex

ADJUSTABLE PULLEY Price, Fitted, $6.00

Can be made any diameter from 3 to 5½ inches

SIMPLEX V BELT

The kind that lasts. Eliminates Transmission Trouble. All sizes carried in stock

SIMPLEX BELT HOOKS

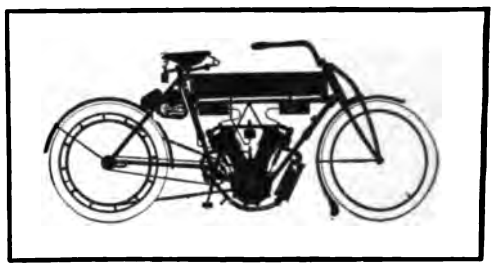
Price, 25c

Our new Catalog showing a full line of Motors, Frame Fittings and all other parts, will soon be ready—shall we send you a copy?

PROSPECT MOTOR COMPANY

Broadway and 63d Street - - - - New York City

How Much Would You Give for a Bicycle With Plain Bronze Bearings?



Roller bearings are as essential in a motor as ball bearings in a bicycle. "CURTISS MOTORS" are roller bearing throughout.

SEND FOR CATALOG "Y"

G. H. CURTISS MFG. CO.

HAMMONDSPORT, N. Y.

THE MO

LIGHT MC

Arrived in Chi

The motorcycle that received the New York to Chicago Reliability six hour's delay, caused by acc drive their machines through RA in catching, at Buffalo, N. Y., the been favored with continual clea

The terrific speed maintained u and muddy roads proves that the a machine of QUALITY. To

Booklet Sent

LIGHT MFG. & F

4th and Hanover Sts.,

DO NOT FORGET

That 90 per cent of our attention is given to having in stock ready to deliver

EVERY SPARE PART
of Curtiss, Indian, Thor and R-S
MOTORCYCLES

Also: Every accessory manufactured for the use of the Motorcyclist. Also: that we give Particular and Prompt Attention to MAIL ORDERS

TIGER CYCLE WORKS CO.

782 EIGHTH AVENUE NEW YORK CITY

DISTRIBUTORS OF

"CURTISS" MOTORCYCLES

20 SECOND-HAND MACHINES ALL MAKES, FOR SALE

(F. A. M. Official Repair Shop of the First Class)

Kindly always mention the pape per when writing advertisers.

FOUR YEARS BEFORE

any other American manufacturer

Armac Introduced

and equipped their Motorcycles with the

28° V Belting

We are still using the same Belt

WHY?

Because it is the only perfect transmission for a Motorcycle. *"The Belt that requires no Idler."* Transmission, combined with the many other talking and selling features, makes the Armac Agency most desirable, for a demonstration of Armac's Power, Quiet, Comfortable Riding Qualities is all that is required to get Repeat Orders.

Our New Catalog awaits your request.

ARMAC MOTOR CO., CHICAGO, ILL.

BRADLEY

Motorcycles

BEST BY MERIT

A Single-Cylinder STOCK Machine made this Record at Point Breeze Races, Philadelphia, Pa., Mav 23, 1908

5 Mile Novice Race: L. Steinhauser, First Place
10 Mile Australian Pursuit Race: L. Steinhauser, Second Place
10 Mile for Stock Machines: L. Steinhauser, Second Place
25 Mile Open-to-All Race: L. Steinhauser, Fourth Place

The Machine You Will Eventually Ride

Bradley Motor Co., 268 Diamond St., Philadelphia, Pa.

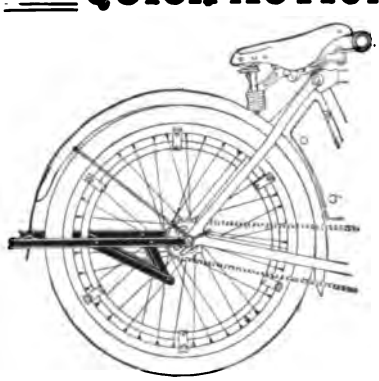
Fastest Time! First as Usual!

At the Algonquin Hill-Climb, August 15th, a HARLEY-DAVIDSON made the *Fastest Time*. It always Scores. That must mean *something*.

HARLEY-DAVIDSON MOTOR COMPANY
Milwaukee, Wis.

THE QUICK ACTION Motorcycle Stand

Fits any Motorcycle



Price, $3.00

The three Excelsior motorcycles, New York to Chicago Tour, were equipped with QUICK ACTION STANDS. The riders realized the tremendous advantage of *quick action*.

AT ALL DEALERS

Henry T. Adams Co

(Patent Applied For) 6846 S. Park Av., Chicago, Ill.

Clement Motor 1¼ H.P.

Weight 20 lbs. Speed 30 Miles per Hour

Convert Your Bicycle Into A Motor Cycle for $65

Genuine French Clement Motors, complete with carburetor, muffler, nickel plated gasoline tank, Splitdorf coil, straps, leather battery case, 3 standard batteries, belt, belt rim, idler, front fork stays, levers, etc. **PRICE $65.00**

This equipment can be attached by any novice in a very few hours.

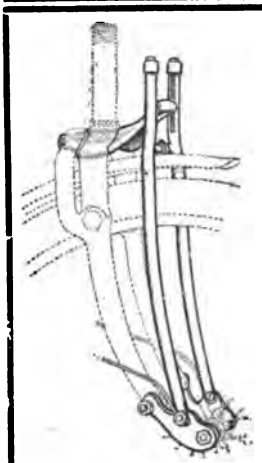
We guarantee these Motors for one year against any defect in workmanship or material.

Motor Complete with Carburetor and Muffler, $35.00

Write for Catalogue to-day

Immediate Deliveries

CLEMENT MOTOR EQUIPMENT CO.
1900 B'way, cor 63d St., New York City



SAGER Cushion Fork

Easily attached to any Motorcycle

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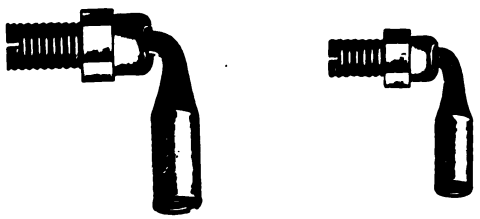

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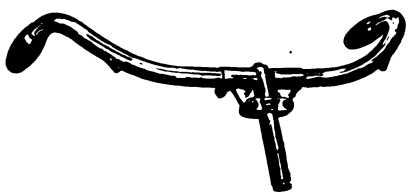

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Vol. III September 15, 1908 No. 12

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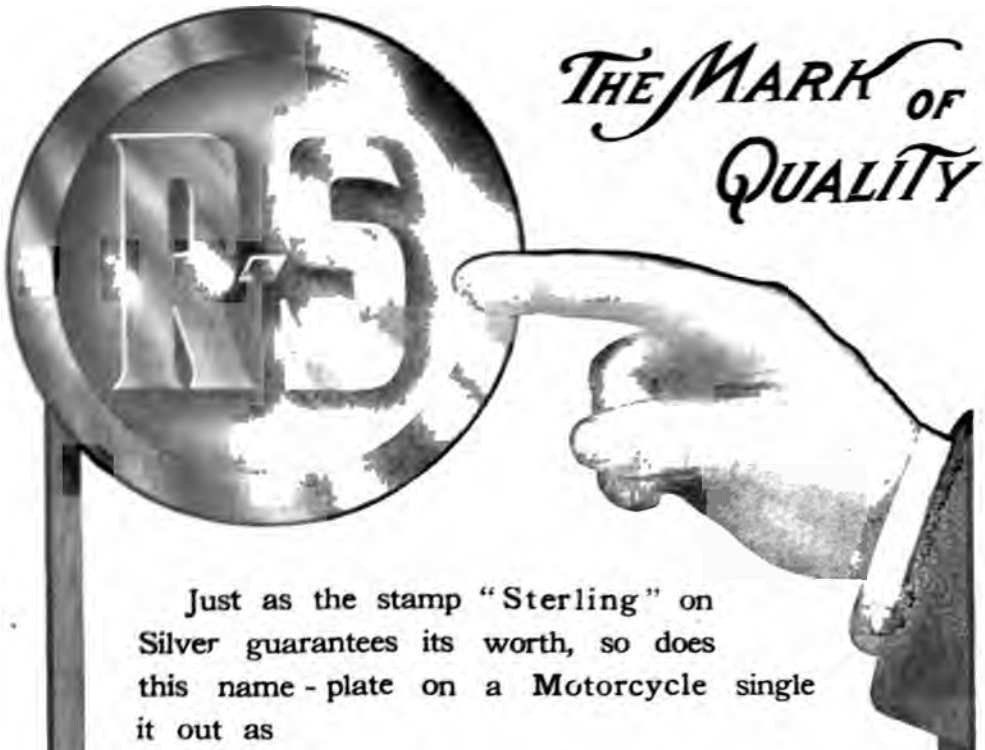

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MOTORCYCLE ILLUSTRATED

Vol. III. No. 12 Sept. 15, 1908

PUBLISHED BY THE MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK CITY

MOTORCYCLE MAKERS ORGANIZE

AN organization of the motorcycle manufacturers of this country was affected at Buffalo, N. Y., on September 15, where representatives of seven factories met at the Hotel Statler in response to a call by William F. Remppis of the Reading Standard Company, and, after a session of several hours, elected officers *pro tem.*, fixed the membership fee, chose a name—Motorcycle Manufacturers' Association—and appointed committees, etc., to carry on the work of the organization.

When the meeting was called to order by Mr. Remppis there were nine members of seven different manufacturing concerns present, and telegrams and letters from nearly every other maker in the country were on hand, all expressing the hope that an organization might be effected and promising hearty support of such a move. Those present were: William F. Remppis, Reading Standard Company; Glen H. Curtiss, G. H. Curtiss Company; Percy P. Pierce, Pierce Cycle Company; C. H. Becker, Julius Hengerer and J. W. Van Allen, Auto-Bi Company; Arthur Davidson, Harley-Davidson Company; W. T. Marsh, American Motor Company, and Edward Buffum, Merkel Motor Company.

The meeting had been fixed for the 15th, at Buffalo, by Mr. Remppis, who was appointed chairman at a preliminary session of the makers held in New York City a little less than one year ago, and instructed at that time to go ahead with the movement when the time was ripe for it. In his opening address Mr. Remppis pointed out the need of organization and cooperation among the makers, enumerated the advantages to be derived from such cooperation and briefly went over the steps that had been taken a year ago. He wound up his remarks by asking, "Do you want, gentlemen, a business organization, an association to act to our mutual benefits, or do you want to make only a social affair of it?" It was unanimously agreed that a business association was needed, and then the actual work of the convention or meeting was commenced. Percy P. Pierce outlined his ideas of what such an organization could be and what it should do, and after an open discussion, in which everyone took part, a name was chosen. This was made as short and expressive of the purpose of the association as possible. Officers were elected *pro tem*, to act in their various capacities until the next meeting, scheduled to take place at the Hotel Tuller, in Detroit, on the third Tuesday in October (the 19th of the month), when permanent officers for the year will be elected. The temporary officers are: William F. Remppis, president; Percy P. Pierce, vice-president; Glen H. Curtiss, treasurer; Edward Buffum, secretary.

A committee to draft a constitution and by-laws was appointed, consisting of J. W. Van Allen and Percy P. Pierce. A show committee was also chosen, composed of George M. Hendee of the Hendee Manufacturing Company, Messrs. Remppis and Fretz, the latter of the Light Manufacturing and Foundry Company; F. P. Prial and Joseph Goodman will also be asked to act in an advisory capacity on this committee.

The objects of the association were set forth as follows:

To secure proper representation and spaces at the annual shows;

To secure just legislation;

To obtain proper classification and freight rates;

To further the general interests of motorcycling;

To advance the relations between manufacturers, agents and riders;

To support the Federation of American Motorcyclists in its legislative and good roads movements.

One of the most important matters brought up for discussion was the coming automobile shows. It was determined that proper space must be granted for motorcycle exhibits, and the Show Committee was chosen from among the largest exhibitors and most experienced men, to secure the recognition the motorcycle deserves. The Constitution and By-Laws Committee will have completed its work before the October 19th meeting, when the organization will be permanently established. It is the desire to have every maker of consequence enrolled as a member by that time, to which end Secretary Buffum will carry on an active campaign. For the present the membership fee has been placed at $25.

That the Motorcycle Manufacturers Association will have the support of the entire trade is evidenced by the letters and telegrams read at the meeting. They were all of the same tenor, expressing the hope that an association would be formed and a willingness to join and support it.

RACE MEET: WALTHAM

THE TURN - THE CROWD—THE LINE-UP.

THE N. A. M. MEET

Would Join the F. A. M.: Great Race Meet at Waltham

AT a meeting of the Board of Directors of the N. A. M., held in Boston on Saturday, September 6, and continued at Duxbury on the following day, the most important, indeed the only business accomplished, was the passage of a resolution favoring consolidation with the F. A. M. The principal figures at the first meeting were President Gerbereux of the N. A. M. and President Ovington of the F. A. M. The resolutions, which are printed below, are presumed to represent the joint views of these two gentlemen. It is further intimated that they embody the opinion of the majority of the F. A. M. Executive Committee, whom, it is reported, were sounded on the matter before President Ovington went on to Boston for the meet. In any event, some of the points of agreement in the resolutions seem to present unsurmountable difficulties in the way of the consolidation. But no doubt both parties know what they are about and comment at this time would be comment in the dark. Meanwhile, many members of both organizations are hoping that, when the smoke has blown away, there will be only one controlling motorcycle organization in this country instead of two.

Whereas, The high standard of an ideal equitable and honestly representative organization for the control of the sport of motorcycling, so consistently contended for by the members of the National Association of Motorcyclists, before and since its foundation, could now readily become an established fact through the harmonizing of the conflicting elements of the two organizations existing at this time; and

Whereas, An honest and consistent practice of the principle so earnestly advocated by our members requires that we must do everything in our power to promote and encourage the best interests of motorcycling; and

Whereas, The principles of the Federation of American Motorcyclists have been so altered, changed and improved that they now conform in most every detail to the principal regulations and rules of the N. A. M. since its inception, there really no longer exists a just reason that should prevent the consolidation of the two antagonistic organizations; and

Whereas, A consolidation has for some time been desired by the unprejudiced membership of both organizations, to which end we are on record, as is evidenced by an official letter of our President, published in the April, 1907, number of MOTORCYCLE ILLUSTRATED, and again in May, 1907, at the request of a prominent F. A. M. member, a resolution was adopted by our Board of Directors authorizing the appointment of a committee to confer with a like committee of the F. A. M., and recently by meeting in conference at the request of the President of the F. A. M.; and

Whereas, Such conferences have resulted in an agreement upon a basis upon which this consolidation can be effected as follows:

1st. That all members of the National Association of Motorcyclists be given full membership privileges of the Federation of American Motorcyclists until the date of expiration of the present N. A. M. cards.

2d. That no one, because of membership or actions in conjunction with the National Association of Motorcyclist matters, be subject to any ban, suspension or any other penalty because of such.

3d. That the amateur and professional rules of the N. A. M. be not violated in any way.

4th. That all funds, property, papers, records, etc., of the N. A. M. revert to and become the property of the F. A. M.

5th. That these conditions must be ratified by the Executive Committee of the F. A. M. before same can be effective; and

Whereas, Such consolidation will unquestionably obtain for the sport of motorcycling a more truly broad, uniform and thoroughly representative organic control, to the end that all true devotees of the sport can consistently obtain and retain membership therein, and to the end that the best interests of the sport will thus be the more properly served; therefore be it

Resolved, That the Board of Directors are hereby authorized to consummate such consolidation if the conditions agreed upon in the conferences of the President of the F. A. M. and President of the N. A. M. are ratified by the Executive Committee of the Federation of American Motorcyclists within thirty days from this date; and be it further

Resolved, That this meeting of the Board of Representatives of the National Association of Motorcyclists now adjourn to meet in New York City on October 16, 1908, for the purpose of transacting the annual business of our 1908 session, and receiving the report of the Board of Directors on the proposed consolidation.

While the above resolutions were the sole results of the deliberations of the board members and officers of the organization, the three-day meet of the N. A. M. members produced some excellent track and road racing. Starting on Saturday, September 5, the meet continued over into Monday, Labor Day. On the 5th were held the track races at Waltham, and a meeting of the Board of Directors of the N. A. M. occupied the evening at the Hotel Nottingham in Boston. On Sunday, the 6th, the annual dinner was held at the Miles Standish House at Duxbury, and on Monday morning the twenty-five-mile road race at Waltham was run.

The opening event of the three days' session was the track meet on Saturday afternoon at Waltham. Here an audience of 3,000 filled the grand stand and overflowed into the enclosure. In fact, the crowd was so large and the standees in front of the grand stand so many that the local police had their hands full in keeping them out of danger's way. That the sport has a large and enthusiastic following in New England was demonstrated. The riders received their full share of applause at every clever move on the track, and the winners were cheered again and again. It took some mighty fine riding, too, to stay on the track, and it was lucky indeed that no serious accidents occurred. It is a three-lap cement track, built in the hey-day of the bicycle racing days, and was designed and banked for a speed of about two minutes to the mile. The entries were limited to single-cylinder machines, and it is well that it was so, for two men went off at the same point, while rounding into the homestretch. Both were somewhat bruised and scratched up, but not enough to put them out of the running entirely.

A feature of the events was the manner in which each was contested. It was any man's race right to the very finish in most cases. The riders were all men from nearby towns, who had their machines tuned up and geared up

GUY M. GREENE.

to their highest speeds, and the riders' abilities were all about on a par, so the finishes were close and the races spectacular.

Honors were fairly divided, no one rider secured more than two out of the six events. Claude Crout of Readville took two on his 3½-h. M. M.; W. A. F. Estes of Waltham captured two, also on an M. M.; C. E. Anderson, on a 4½-h. Orient, took the first event, the one-mile open, while the obstacle race went to Dow of Lynn.

It was in the third race of the day, at two miles, that Estes went off at the upper turn. He came around bunched with three other riders, and was forced to the outer edge. He shot straight ahead, over the track and into an undergrowth of bushes. He was up immediately, however, and climbed up on the track to show he was still in the running. His machine fared worse, however, and he could not continue in that event. Anderson's machine slipped from under him at the same point on the track in the last event, when he leaned so far that his pedal struck. He did not go over the edge, as Estes did, but landed on the hard cement surface. He was rather badly bruised and scratched and was unable to continue.

The first race was a one-mile open, in which five starters lined up for the gun. Anderson took the lead, with his 4½-h. Orient, at the very start, and was never headed. It was neck and neck, however, between Anderson and Guy M. Greene at times, and both were followed closely by William Brewster. They finished in the above one, two, three order.

The second event was a "slow race" at one lap. Estes, Dow and Brewster were the only starters, and they furnished much amusement in their efforts to see who could go the slowest and still keep their motors turning over. Estes and Brewster both stalled before they had gotten half a lap, and then Dow, instead of coming along a little faster and making sure of the first place, continued so very slowly that he stalled his motor within ten feet of the line. The laugh that he got from the grand stand was disconcerting, to say the least. All three were started over again, and Brewster and Dow repeated, leaving Estes a clear field. He opened up a bit and arrived safely.

The third race, two miles for stock machines, furnished some excellent racing. It was run in two heats, the first two men qualifying. In the first heat, after Estes had jumped the track, Crout and Brewster had things all their own way. Greene made all the running in the second heat, with Bachelder a safe second. In the final, Crout and Bachelder put up as pretty a race as one would wish to see. The latter led for three laps, with Crout following him closely. On the fourth lap Crout succeeded in jumping into first position, which he held to the end, with Bachelder second and Brewster third. Green was unfortunate, his belt slipping off on the third lap, and he was out of the running entirely by the time he got it on again.

The obstacle race, which was won by Dow, furnished more amusement for the spectators. Four barrels were arranged on the backstretch and four on the homestretch, with a four-inch plank in front of the judges. The distance was one mile, and the winner made it in 2.03 1-5, dodging the barrels successfully and "walking the plank" perfectly.

The five-mile event also furnished some spectacular and thrilling riding, with several leaders at different times and a hard fought finish. Green was off first and set the pace for the first mile, followed closely by Crout and Dow. Then his belt gave him trouble again and he was forced to drop back. Dow then took the lead, pressed closely by Crout, who jumped into the lead at two and one-half miles and managed to hang on to it till the end. Dow was second and Brewster third. The second division, consisting of Greene, Estes and Bachelder, had been having it out among themselves and they furnished some real good racing. The winner's time for the five miles was 7.13 4-5.

Like all handicaps, the last race of the day, at ten miles, was all confusion over the order of the riders till the checkers and timers had gotten together and the results were announced, when Estes was returned the winner, with Blodgett second and Brewster third. The time was 14.46. This race, like the others, brought out the best jockeying abilities of the riders, and there was a half-dozen brushes going on at the same time.

The summaries:

One-mile, open—Won by C. E. Anderson, 4½-h. Orient; second, G. M. Greene, 3½-h. M. M.; third, William Brewster, 3½-h. M. M. Time, 1.30.

One lap, one-third mile, slow race—Won by W. A. F. Estes. Time, 1.32 2-5.

Two-mile, stock machines—Won by Claude Crout, 3½-h. M. M.; second, A. H. Bachelder, 1¾h. Indian; third, William Brewster, 3½-h. M. M. Time, 3.01 4-5.

One-mile obstacle race—Won by W. Dow, 3½-h. M. M. Time, 2.03 1-5.

Five-mile, for stock machines—Won by Claude Crout. 3½ M. M.; second, W. Dow, 3½ M. M.; third, William Brewster, 3½ M. M. Time, 7.13 4-5.

Ten-mile, handicap—Won by W. A. F. Estes, 3½-h. M. M.; second, T. A. Blodgett, 4-h. Orient; third, William Brewster, 3½-h. M. M. Time, 14.46.

Following the track races the out-of-town N. A. M. members journeyed to Boston, where they put up at the Nottingham. Here the delegates to the annual convention met and discussed the affairs of the association, the meeting lasting from eight o'clock till after midnight. The routine business was postponed for consideration at a later hour, and the N. A. M. versus F. A. M. matter was taken up. After open discussion among the Board of Directors of the N. A. M. and President Ovington of the F. A. M., it was decided to prepare a set of resolutions, to be the first step toward bringing the N. A. M. under the protective wing of the F. A. M. The N. A. M. representatives were finally called to order by President Gerbereux, and after roll-call the president explained that while negotiations were under way with the F. A. M., more time was needed, and that if such a move was made an entire change of the proposed business of the meeting would of necessity occur, and that it would be advisable to postpone the meeting.

[illegible] made till one o'clock the next [illegible]. A drizzling rain put a damper on the festivities [illegible] Duxbury on Sunday, the 6th, though some [illegible] did make the trip by train from Boston. It was almost impossible to ride on the slippery roads, and the members who had planned to come from Providence, Fall River, Waltham, Lowell, Boston, Worcester and other towns from farther distances simply gave it up. A few hardy ones did attempt the ride, but finally considered discretion the better part of valor and turned back.

Duxbury is a pretty little place, about forty miles south from Boston, and contains many landmarks that have been preserved from the early colonial and revolutionary days. The dinner was held at the Miles Standish Hotel, and the fame of Duxbury clams lost none of its glory. The ones served were the genuine article and fully up to their reputation. But for the change to fish, lobster and chicken it is possible that the clams might have wrought havoc. As it was, the digestive apparatus of most of those present was tested to its utmost. Finally, coffee and cigars were reached, about 4.30 p. m., and at a signal from the president all set back and listened to his remarks, during which he announced the results of the various conferences of N. A. M. and F. A. M. officials.

He then called the meeting of the representatives, adjourned from the night before, and asked everyone to remain seated, whether they were members, delegates or invited guests. After roll call the resolutions were read and adopted. All members present were asked to contribute their views on the resolutions, and some excellent orations followed. The dove of peace seemed to hover over the dining hall, and all the speeches made were of the same tenor—a hope for harmony. William F. Remppis, W. F. Mann, Messrs. Mesinger, Metz, Hoyt, Patterson, Marsh and Jenkins all made fine speeches, containing many expressions of a complimentary nature. Then President Gerbereux made a strong plea in favor of the movement, and the members finally left for their homes, satisfied that a step in the right direction had been made and that the long-hoped-for time had arrived when all would be made harmonious and the interests of the sport would be placed ahead of all personal feelings.

CLAUDE CROUT.

Bright and early on Labor Day morning all roads led to Waltham, where the twenty-five-mile road race was scheduled to start at eight o'clock. Motorcycles, more motorcycles and then some more, they came from all directions, most with only a single rider, others with passengers on tandems and in tricars. The race was a postponed feature of the Fourth of July meet at Waltham, and furnished the best kind of a test of the riders' and machines' capabilities. The course was Lexington street, starting opposite Lincoln street, to Beaver, to Forest, to Trapelo road, to Lexington, thence to starting point. This is five miles, and was covered five times by those who completed the race.

On account of the wet and slippery condition of the roads, an hour postponement of the starting time was made, but promptly at 9 o'clock the first man was sent off. An immense crowd had assembled at the starting line, and all around the course the vantage points were occupied by enthusiasts. The spectators were fearless on the general principle that "those who know nothing fear nothing" and crowded out onto the road when the machines passed, giving the riders but a narrow passage to pick their way. Fortunately there were no mishaps in the crowded sections.

Despite the wait of an hour the roads were wet and dangerous at several points, and it was a day of mishaps for many of the riders. W. A. F. Estes took the worst spill, in which he broke some fingers on his right hand and wrecked his machine. His injuries were attended to at the Waltham Hospital. Of the nineteen who started, but seven finished officially. The majority dropped out on the first lap, finding the course more than they had bargained for. A few stuck it out until the second lap, but these were very few.

More than one rider met his Waterloo in one or more of the soft spots, many losing so much time in being thrown and getting up speed again that they finally decided to drop out altogether. Mechanical troubles, too, bothered some of the riders.

The best racing was done by Guy M. Greene, who started from scratch and finished in second place, winning also the time prize. The first to finish was E. S. Young of Stoneham, who started from 8.30 mark. He was not picked as a winner, but he rode in pretty style, and with his heavy handicap made good, to the surprise of nearly everyone. He had his machine running like a clock, and was never in danger of losing his position. Mitchell, who had a start of fifteen seconds over Greene, finished seventh and won second time prize. Until he received a toss, Estes was riding in fine form with excellent chances of finishing among the prize winners.

The seven men to cross the tape were:

First—E. S. Young, Stoneham, 3¼-h. Excelsior; time, 35.42 1-5.

Second—Guy M. Greene, Waltham, 8-h. M. M.; time, 30.36 2-5.

Third—M. E. Isic, Melrose, 3-h. Crouch; time, 39.36 2-5.

Fourth—D. Brewster, Whitman, 3½-h. M. M.; time, 40.38 3-5.

Fifth—W. S. Sargent, Lynn; 3½-h. M. M.; time, 42.23 1-5.

Sixth—P. Drake, Randolph, 3½-h. M. M.; time, 41.23 1-5.

Seventh—J. Mitchell, Waltham, 8-h. M. M.; time, 34.22.

SOME OVERHAULING WRINKLES

By THE DOCTOR

ABOUT this time of year the amateur rider usually considers whether sufficient coin will be forthcoming for a fresh machine next spring. Very often his answer is a lugubrious negative, but he consoles himself by reflecting that he will do up the old jigger so cunningly during the off season that it will be just as good as a new one. He spends a good many messy hours in the cycle shed, transfers a nice pile of hard earned dollars to the local repairman's pockets for new engine brasses, new tires and new valves, and finally sallies out when the roads pareh up a bit again, trying hard not to look envious of the young chap newly possessed of his first machine, in all the glory of white tires and gleaming enamel. But the truth gradually hits him hard in the thinking parts that, after all his trouble, his machine has *not* got the same kick it had twelve months ago. It's too late to start the overhauling job all over again, and he's not sure he could dig out any new trouble if he did. So he has to face a season with his machine out of tune, and half its fiercest joys have departed.

What did he overlook?

I can only say what I have overlooked once or twice, and without doubt the most important thing has always been wear of the cylinder bore. I saw my piston rings looked brown and mouldy, so I promptly ordered and fitted a new set; but somehow the lost compression didn't return. It's very easy to say cylinders ought never to show wear after a single season, but the fact remains that they do. What with the effects of that hundred-mile nonstop, when you got so excited about your record time between town and town that you missed lubricating for forty miles though the throttle was wide open, and what with the number of times you have made a bad start up a bad hill, and preferred to struggle up with the piston hammering clankily, instead of going back and making a swifter rush, you may be dead sure the upper diameter of the cylinder is enlarged by a millimeter more, and no matter how many sets of bright, new polished rings you put in, they will all be brown and mouldy looking in a very few miles, and the lost compression will still be far to seek.

Well, having callipered the cylinder, and proven the wear, what's to be done? A fresh set of bigger rings, specially turned up? Yes, but if they will pass into the unworn neck of the cylinder, they will spring out when they reach the worn top of it, and there will be no end of a leakage past their gapped ends. New cylinders? Eight or ten dollars is too big an item—the machine isn't worth it always. The solution is to fit a special set of new rings *with stepcut ends*. If the steps are nice, long ones, they will safeguard the gaps, and the compression will instantly return in full measure. It is only necessary to see that the grooves are wide enough for stepcut ends to be fracture proof; if the grooves were made for ordinary slope-cut rings, it will almost always be necessary to widen them out for stepcut rings, otherwise the steps will be too thin, and snap off, when the last state of that machine will be worse than the first.

A second omission I have often made is to neglect the low-tension circuit, both on battery and magneto machines. Resistance in this with either system causes an abnormal loss of power. On battery ignited machines, it is often found in "a bad earth." The contact breaker connection to earth goes through the camshaft, which, after 5,000 miles, is a loose shaft and an oily worn brass. There are several cures. One is to carry an external wire from the contact breaker to a clean stud on the engine or frame; another is to dismount the cam and slip half an old inlet valve spring on the shaft between the cam and the face of the bush so as to get a firm and permanent contact there. With magnetos the case is different. Any carbon brush in the low-tension circuit of a magneto means a lot of resistance, so much so that the best modern car magnetos are now beginning to be designed minus these carbon pencils. How much worse if the tip of the carbon pencil is polished into a scaly, impenerable substance, behind which all the throbbing electricity gets hung up for a moment ere it can burst through? New carbons are cheap, but as a rule the hard end can be touched off with a dust file and the spring pulled out a little to afford a good pressure for the scraped tip.

Another trouble with the magneto is common on the contact breaker itself. The ball heel of the bell crank gets worn down, and makes the firing wrong in timing. We need not get a new part to cure this. The *fixed* platinum point may be unscrewed, and its bed sunk down 1-64 of an inch with a fine file. The amount of break at the platina will then need correcting by slipping a washer under the rocking platinum screw till the break is brought back to the minimum again.

WHEN cleaning the gauze strainers which are used to protect the air intakes of carbureters, care should be taken to use a cloth which is free from oil or grease, as even a very slight amount of moisture or oil may suffice to start a collection of deposit which will increase with startling rapidity. A point which should be borne in mind in this connection is that as the accumulation of dirt on the screen usually proceeds rather slowly, the adjustment of the mixture is altered from time to time to compensate for the reduced amount of air which is being admitted to the cylinder. On this account, when the gauze is cleaned it will frequently be found necessary to make a complete readjustment of the air valve.

A TIP concerning the so-called "compo-rubber" or composition rubber and canvas belts which are being introduced on this side of the water with many of the foreign motorcycles, concerns the manner in which they should be replaced on the machine after having been taken off. The advice, which comes from the manufacturer, is that belts of this kind should always be put back on the pulleys so that they will travel over the latter in the same direction as before removal. An arrow marked on the top of the belt will assist in avoiding the mistake of reversing the position. The reversal of the direction of travel is the cause of many composition or rubber belts cracking. Minor cracks in the belts of this kind are not necessarily serious if neglected, but sometimes such a crack will extend rapidly until it affects the canvas core. The life of a belt is sometimes prolonged and the crack checked by a treatment with a liberal application of ordinary rubber solution. Even when the crack only extends the depth of the rubber, the solution may be brushed in so that the canvas core absorbs it and is strengthened.

NEVER remove a spark plug unless there is grave reason to suspect it. The high tension circuit may be tested by laying a screwdriver with its blade touching plug terminal, and just not touching engine while contact is made or broken, but this is no guarantee of the plug being in order.

SQUEAKS on tricars often arise from the springs. If slots are provided, work grease in between leaves with a knife blade, first taking load off springs by jacking up the seat.

WESTERN DISTRICT PLANS LIVELY CAMPAIGN

INTEREST in motorcycle touring is at its height in and around Chicago. Already discussion is rife about the destination of the 1909 tour for the Examiner Trophy, and this subject is coming in for serious consideration. The Examiner Loving Cup was turned over to the Hendee local branch last week, and will be retained by the makers of the Indian for one year, when it must be put up for competition again under rules to be laid down by the Western District F. A. M. It is one of the most elaborate and expensive trophies ever offered for motorcycle competition of any sort, and has been attracting crowds to the window of the Hendee store, where it will be on exhibition before being shipped on to the Indian tepee at Springfield.

For the 1909 tour several routes have been suggested. I. F. Alofsin has suggested a tour to Denver and return. John R. Ball, president of the Western District, is in favor of the hub and spoke plan, with Chicago as the hub. J. S. Woodworth and John T. Fisher favor the Denver route, but much will depend upon the success of the effort to land the next annual convention of the F. A. M. in the West.

The meeting of the Western District is the first of its kind contemplated under the new constitution of the F. A. M. Officers will be elected, a district constitution will be adopted and formal organization perfected with a view of getting the motorcycling clans in the West together into a harmonious whole for the purpose of fighting objectionable legislation and to promote the sport.

The date selected by President Ball and Secretary Alofsin for the first annual meeting comes two days before the endurance run of the Chicago Motorcycle Club, and it is figured that the meeting, being held practically in conjunction with the endurance run, will attract some who otherwise might not attend. The sessions will be held at the rooms of the Chicago Club, and a general hurrah time is planned.

THE EXAMINER TROPHY.

Full committees will be appointed at this meeting and the actual work will start at once. President Ball has already started a campaign calculated to arouse interest in every nook and corner of the wild and woolly West, and a flood of new memberships in the F. A. M. is expected. The dealers and agents in the West have taken an active interest and are spreading the gospel with good effect, so that when the Western District presents its claim for the 1909 national convention, the parent organization cannot decline without good and sufficient cause.

The three important committees of the Western District which are causing President Ball considerable worry are the Competition, Touring and Membership. The lassitude which has heretofore prevailed in the district makes it extremely difficult to pick men for these committees with any assurance that they will foster the awakening interest in the sport. Dr. S. W. Fahrney, Grant W. Hunter, C. W. Van Sickle, John T. Fisher, F. B. Hart, Edward Buffum, Joseph Merkel, Edward Thiem, Walter Davidson, Ralph Sporleder, J. A. Turner, I. F. Alofsin, J. S. Woodworth, George Hornecker, I. H. Whipple and C. H. Lang constitute the nucleus from which President Ball must pick his assistants. A majority of these are in the trade, but in the past these men have proven that they can lay aside trade prejudices and act for the good of the game. A get-there spirit has taken hold of the trade in the West and all have pledged to get into the fold and work. Aside from the big tour, the district is planning a series of racing championships, endurance runs, economy contests and tests of other sorts calculated to prove the utility, efficiency and real worth of the little two-wheelers.

The New York - Chicago tour, which was promoted by the Western District in July, 1908, has served to create an interest in motorcycling in the West and throughout the country that is bringing tangible results into the pockets of the makers of motorcycles. The Chicago *Examiner* offered a $400 loving cup as a trophy for touring competition, the only string attached being that it must be won by a manufacturer or club two out of three consecutive tests to become the permanent property of the maker or the club. The Hendee Manufacturing Company, makers of the Indian, won the trophy in 1908, its team of three, composed of S. T. Kellogg, B. S. Barrows and George Holden, finishing the 1,112 miles with a perfect score, just ten points ahead of the Excelsior team. So much interest was created by the affair that it is proposed to make it an annual national event. The trophy is a solid silver cup, 22 inches in height. On one side, handsomely embossed, is a touring scene, showing two motorcyclists on a country road, with beautiful scenery in the background. The details of the machines, foliage of the trees and shrubbery and a farmhouse in the distance, are finely brought out. On another side are the conditions under which the trophy must be won and the name of the donor. On the third side is a space reserved for the winners, the Indian heading the list to come.

SCHELLENBERGER MAKING READY TO "BEAT IT"

THE CHECKING STATION AT WINDSOR

NEW JERSEY'S LABOR DAY ENDURANCE RUN

JERSEY CLUB'S LABOR DAY RUN

By THAYER McLAREN

Out of the eighteen starters there were fourteen survivors, of which ten came through with flying colors and will wear their gold medals in remembrance of the trip. Two of the other survivors secured silver ones. Four riders dropped out altogether, principally on account of tire troubles. The final score is as follows:

No.	*Contestant.*	*Machine.*	*Power.*	*Score.*
1.	Thayer McLaren.	4-cylinder F. N.	5	Perfect.
2.	George P. Fawcett.	2-cylinder Vindec.	5	Perfect.
3.	P. W. Stevens.	2-cylinder Peugeot.	7	Perfect.
4.	George E. Post.	1-cylinder Indian.	3½	Perfect.
5.	George M. Schellenberger.	2-cylinder Peugeot.	7	Thirty-seven minutes late.
6.	Percy Drummond	2-cylinder Indian.	4	Perfect.
7.	Carl W. Bush.	1-cylinder Curtiss.	3	Perfect.
8.	Kenneth D. Owen.	1-cylinder Indian.	3½	Perfect.
10.	Carl Segelbach.	2-cylinder R-S.	6	Three minutes late.
11.	Howard Hill.	2-cylinder R-S.	6	Did not start.
12.	J. C. Johnson.	2-cylinder Indian.	4	Thirty-seven minutes late.
14.	C. Knothe.	1-cylinder R-S.	3	Did not start.
15.	Ruthin Springfield.	1-cylinder Indian.	2¼	Perfect.
16.	Kenneth F. Moore.	1-cylinder Excelsior.	3¼	Perfect.
17.	Angelo J. Tusco.	1-cylinder Harley-Davidson.	3¼	Out at Monroe.
18.	F. H. Maurer.	1-cylinder R-S.	3	Out at Green Pond.
19.	H. E. Coryell.	1-cylinder Indian.	2¼	Out at Green Pond.
20.	Dan Suydan.	1-cylinder Orient.	3½	Did not start.
21.	C. L. O'Connor.	2-cylinder Indian.	4	Did not start.
23.	Howard O'Brien.	2-cylinder Indian.	4	Did not start.
24.	George Hamilton.	2-cylinder Indian.	5	Perfect.
26.	Watson J. Kluczek.	1-cylinder Harley-Davidson.	3¼	Did not check at Monroe; otherwise O. K.
33.	Charles Crownshield.	2-cylinder Vindec Special.	5	Out at Windsor.
34.	A. G. Chapple.	2-cylinder Vindec Special.	7	Did not start.
35.	Fred Voelker.	1-cylinder N. S. U.	3¾	Did not start.
36.	John F. McLaughlin.	2-cylinder N. S. U.	6	Did not start.

FOUR-THIRTY in the morning, after a day of continuous rain, is not an hour of joy supreme to the average motorcyclist, so that those who turned out on Labor Day morning, in Newark, N. J., to take part in the 203-mile endurance run that was scheduled for that date deserve to be classed among the elect, even though this statement carries with it a little bouquet for the writer. But the one lone star that twinkled down the airshaft—"Yes, we have flats in Jersey"—decided me, and I was on hand at Branch Brook Park for the 5.30 start.

The day was really glorious, and we were sorry enough that more of the New York boys were not in attendance, for the major portion of the run was over fine roads, with just enough bad spots in between to test the mettle of any driver. My own mount shied a little at the mud hills above Oakland, and when we got going again it was minus one foot rest. There were others who gathered troubles in that mud, so I did not feel lonely. However, that mud and that fall came as a distinct personal insult, for the boys had been talking so constantly about the much-to-be-feared mud west of Greenwood Lake that I did not expect anything of the kind so near the glorious Pompton pike. It was along in this stretch that Schellenberger had an adventure with a fence post, but, with the help of Stevens, his running mate, he got in shape to check in at Monroe on time.

Many of the machines took a light breakfast of gasoline and oil in Suffern before leaving the great Empire State, and let it be known right here that while Jersey may justly boast of its roads, it will have to go a long way to beat that stretch in New York from Suffern to Monroe, through Tuxedo and Arden, along through the Ramapo Hills, with a glimpse of Mr. Harriman's famous estate. An early morning sun over the hills, touched even now with a faint promise of fall, is one of the sights the true motorist enjoys—as long as he can hear the steady beat of his motor beneath him.

Monroe isn't such a large town, and it doesn't take a great deal to interest it, so it was no wonder that, when at sharp 9 o'clock the long string of motors lined up for checking at the railroad station, much of the town was present. One of the Harley-Davidson team has a grudge against someone in Suffern, and I pity that Suffernite if they meet. The H-D sure is a good machine, and to have a man fill you up on kerosene oil, just the common lamp kind, when you are hankering for real "76," is a pretty lowdown trick, and the H-D carbureter can hardly be blamed for giving Tusco trouble enough to spoil his sheet at Monroe. He pluckily kept going, and in the endeavor to make up for lost time, ran foul of a rock or wagon, or both, and injured the machine enough to put it out of running. He was picked up and carried through the run by the Brush runabout, sent out as general handy repair shop.

How does it feel to be run over by an F. N.? Schellenberger, on his Peugeot, came within six inches of the answer, and, personally, I'm mighty glad he doesn't know, for I was on the F. N. He was bucked off his mount by a hump in a culvert, and it was only by use of a discriminating sense of direction when he was in the air that he kept out of my way. The narrow, winding road from Monroe to Greenwood Lake was otherwise very good, and the scenery was glorious and satisfying till one began to get glimpses of the lake itself. Really that lake is fine, and as it belongs half to New York and half to Jersey I can be unreservedly enthusiastic over it. The run along its seven miles of west shore was rather exciting. The road itself was good, in spite of all the dire predictions, except for sundry outcroppings of rock, pedestrians and its numerous curves. A motorist gets used to rocks and curves and horses and autos and dogs and geese and sparrows and bugs and dust and mud and railroad tracks and even the kind of bumps that the Peugeot took, but it is a shock for a lonely motorist to have to break up a first class spooning party while running at the rate of twenty

miles per hour—and in the morning, too. Owing to the double ownership of the Greenwood Lake resort, I don't know which State to charge with those many "twosing" parties. But we're all merry and happy-go-lucky souls on a holiday, so there's no hard feelings, I hope. It's so nice up there that one can't blame a fellow for taking his best girl along and holding her hand in the lee of a big rock.

From Greenwood Lake to Green Pond the road leads through country abounding in beautiful views and but sparsely settled, though the houses that are there look rather comfortable, a sort of happy medium between the cottage affairs of the resort and the mansions we saw later. One would sort of like to live in Dutch Hollow.

Green Pond, for some reason, was not a checking station, but there were penalties for failure to get up the Green Pond Hill in good shape. There is a fine brook at the foot of the hill, and more than one rider refreshed himself in its coolness while hoping that the slippery surface of the trail they call a road on that hill wouldn't prove his undoing. It's a difficult hill and requires careful driving. The many waterbreaks, curves and sharp rises forced many of the singles to avail themselves of the clause admitting of pedalling. With the twins it was a serious matter, for any pedalling meant penalization. Percy Drummond, on his Indian twin, sailed up cleanly, "as usual," as did the big Pegeuot specials and "Two-speed" Fawcett on his Vindec. Crowinshield of New York came up nicely on his Vindec, as did the writer on his F. N. Big Four. Segelback, on the R-S, pulled up nicely, too.

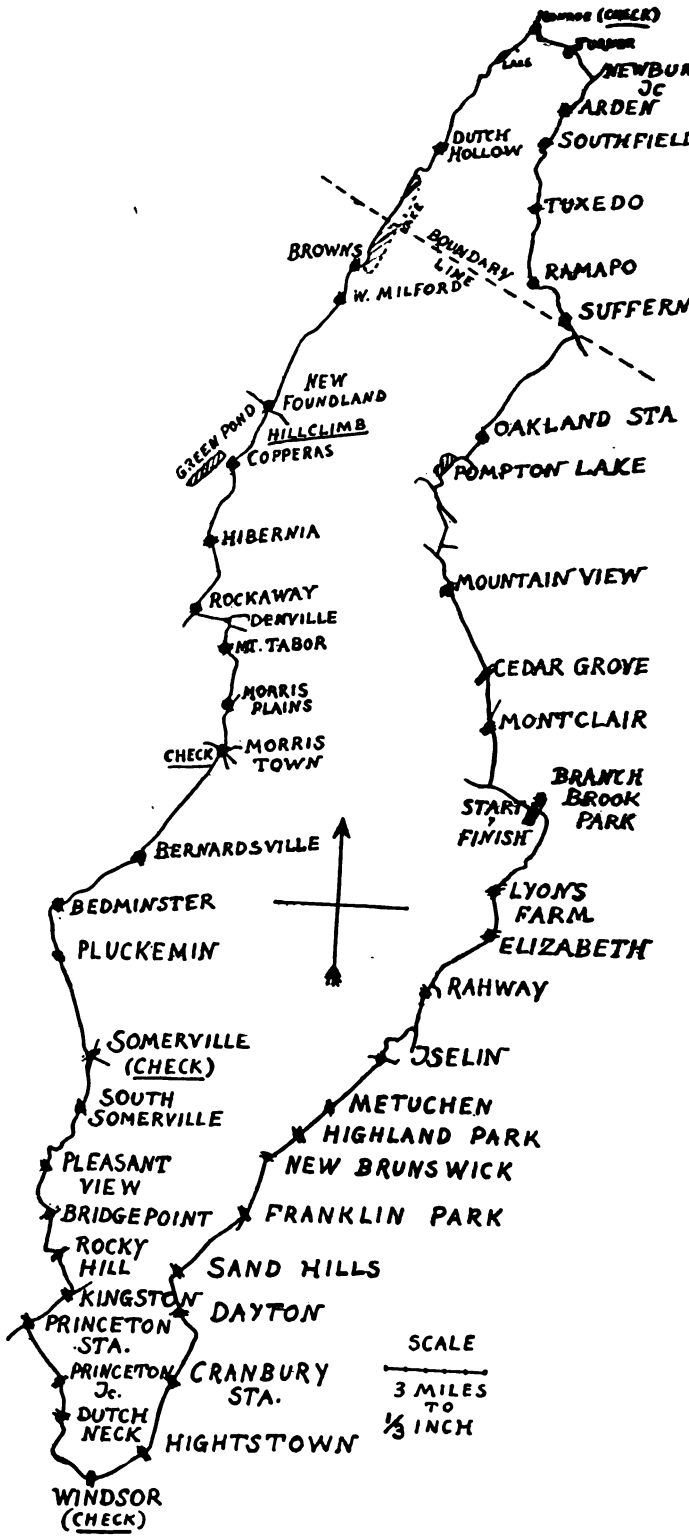
Really, though, the worst part of Green Pond Hill was in going down the other side toward Hibernia. Sand, sand, and more sand. Here the Indians—singles and doubles—the H-D, the Excelsior and the specials showed their mettle, and Bush, on the Curtiss, made his good showing. Hibernia is the center of a mining country, and presented a great contrast to the excellent farming and suburban sections along other parts of the route. The miners, while showing interest in a measure in the machines, did not express the that's-the-kind-of-machine-I-want interest of the farmers and townspeople, nor the sort of tolerance of the wealthy suburbanites and passing autoists.

At the Morristown checking station many of the boys took time for a light lunch, and some criticism was heard that no regular time had been allowed for the meal. Most of the machines needed liquid refreshment at Morristown.

From Morristown to Newark the route of the endurance run is about 110 miles. Good, smooth, stone roads, such as have made New Jersey famous, stretch along mile after mile without a break. One can readily see why it was that the many expensive country places were located in the Bernardsville and Far Hills country. Every hilltop commands an extensive view, and always with some of the real highlands in the background. It is in such country as this that the pleasure of motoring is fully realized. With an agreeable companion keeping pace with you, and the steady purring of the motor doing its part in the engine room down below, what is more sport?

Somerville and Windsor were mere incidents of a pleasure jaunt, and everyone knows the main route from New York to Philadelphia on which the course was laid from Windsor up. Maybe some of the boys made the forty-nine-mile run from Windsor to Newark at more than fifteen miles an hour, and maybe not—that's for the Motor Vehicle Commissioner to tell, and not such as we. Anyway, from the official list of entrants and survivors you can learn that a goodly number came through with clean scores. Each run of this kind points out more clearly the old adage that the race does not always go to the swift. Some of the boys with twos and fours are awfully cocky at 5.30 a. m., but the number of singles in at the end of a run is often surprising.

As the survivors met in the outskirts of Newark, and with Captain Drummond at their head ran down to Lincoln Park, there was more than one sigh of relief, for it had been a strenuous day at best. The beaming captain



had a perfect score, "of course," but Post, who, by the way, made a pretty run himself, is threatening a protest, for Drummond was discovered down near Appletree crossing surreptitiously tickling his carbureter.

Right here I want to say a word for the public and its interest in the motorcyclists. It is surprising to see how many people there are who have no thought of ever owning a motor; but turn out at the start and finish of a run of this nature. There cannot be too many endurance runs, as there is nothing that so encourages the sport as a whole, though, personally, I would like to see a little harder test.

The following letter from one of the contestants is self-explanatory, illuminating and full of humor. It is printed by permission:

NEW YORK, September 8, 1908.

Mr. George E. Post and Members of the Newark Motorcycle Club:

Gentlemen and fellow members of the Dirt-Cart Brigade, I suppose you was all dirty and hungry, too, when you came to Newark, I know I was for one, I was not tirsty because I sampled all the beer between Heightstown and PertAmboy.

When you and the bunch pass me I was boting on all the lose pices of that infernal lamp I had, as I had plenty of time I done a good job, and went on my way. You fellows were some distance ahead and I let the horse out so as to catch up with the bunch, my little —— was just getting warmed up when Bang! my rear tier went flat, if it had been dark you could have seen the blue straks flashing round for a while, but swearing don't mend punctures, so I pulled the Horse shoe nail out of my tier and put a patch on, I was on again and after a while of again, and so I keept up for some time, the truble was, I got a puncture through both sides of the tube of course I was in a hurry when I put the first patch on and did not found the second puncture before I take the tire off again.

So you see how I spend my time fiddling round with the two punctures and it was 4, 30 P. M. when I struck Heightstown. I unloaded a schooner while doing so another shipwreck hove in sight. He come from Philadelphia bound for New York? I tell you misery likes company and we two start to drown our sorrows in George Eheret. I could have made Newark in time but when I lost my score at Winsor I did not care to finish I wanted perfect score or non at all. My newfound friend and I toke things easy and I made up for all the drinks I missed during the morning.

I went home by the way of Staten Island on the 8 o'clock boat when I landed in Harlem I was tiered and dirty but happy because I enjoyd the trip ever so much and I think you are all a nice bunch of fellows to ride with and when you have an other run like this one let me know and I will be with you. Better luck next time, and I will see that I, don't carry No. 13 in my pocket like I did this time, when I come home and dugg the junk out of my pockets and I found the envelope you gave me in the morning with my badge in. I feelt it was something in the envelope and sure nough there it was the HOO-DOO 13 no wonder I had bad luck? but say Mr. Post I will return it to you you can save it to nexttime and I will then wear it on my arm on the out side and not in my pocket.

Remember me to the boys

N.B. Let me know how many out of the 18 that finished.

Pity the Poor Push Cyclists

AT this time of the year the motorcyclist is busy tuning up his mount or fitting new accessories in preparation for finer weather. Similarly his push cycle brother takes his lifeless machine from its vaseline bath and prepares it for another series of pedal revolutions. Perhaps on his first ride the push cyclist is overtaken by a motorcyclist, who, with coat tails flying behind him, makes speedy work of the long gradient up which the poor pedaller is struggling.

Within his heart the toiler murmurs, "Lucky beggar! I wish I could get up this hill as easily as he does, but I wouldn't own one of those monsters for anything!" He doesn't go any deeper into the matter; he seems to prefer to keep one view.

Now, Mr. Push Cyclist, I would have a word with you. Did you ever seriously consider taking up motorcycling as a substitute for the old-fashioned method? No? Why not, pray? What! couldn't afford to buy a motorcycle, too difficult to manage, too noisy, too bumpy, too many accidents, too many breakdowns, too expensive to keep up, bad for the health! My dear friend, that's all humbug you're talking. Is it reasonable to suppose that 60,000 motorcyclists would endure the above allegations if they were true? I see you share the opinion of the man in the street, but, for your benefit, and for the benefit of those others in the same boat, I shall endeavor to show how entirely erroneous are the ideas, and at the same time point out the advantages motorcycling has over pedal cycling.

To deal first of all with the idea that a motorcycle is an expensive piece of machinery. It is true that a good motorcycle, suitable for a learner, can be purchased second hand for about £15—no more than the price of a high class pedal mount a few years ago. Some people dismiss from their mind the idea of purchasing a motorcycle, because they are of opinion that the first outlay will amount to £40 or £50. The writer commenced motorcycling on a £15 machine, and thoroughly enjoyed riding it.

With regard to learning—well, there is simply no learning required. Any one who has ridden an ordinary bicycle can ride a motorcycle in two minutes. After a preliminary acquaintance with the various levers on the stand in the backyard, a run on the road can be undertaken, and after half an hour the new convert will feel more at home than ever he did on his old push bicycle.

That the average motorcycle is noisy cannot be denied; but some makes have very efficient silencers, so it is really a question of choice. It may be mentioned that the noise of the exhaust is more audible to onlookers than to the rider on the machine.

The popular fallacy that the motorcycle is a bumpy conveyance is no doubt due to the rapid explosions giving the semblance of a series of bumps or vibrations. In reality the explosions of the engine in no way affect the rider, and with spring forks, large tires, and large saddle, travelling, even at very high speeds, is pleasurable—almost luxurious—on a good road. It is not going too far to state that the motorcycle is far more comfortable than its push brother.

It is absurd to suppose that a motorcycle is the frequent cause of accidents. Reference to statistics will prove that accidents *caused by* motorcycles are of very rare occurrence indeed, and infinitesimal when compared with those caused by other vehicles. A motorcycle is more amenable to control than any other road vehicle. Raising one lever and gently applying the brakes will bring a machine travelling at legal speed to a standstill in an incredibly short distance, so that the risk of an accident in that direction is considerably minimized. Of course, a stupid hen (and hens *are* stupid), a dog, or a nervous horse may cause a hasty dismount, but in ninety-nine cases out of one hundred it will be found that the accident was not caused by the motorcycle but the other party in the case, and accidents of this nature are just as liable to occur to the push cyclist as to the motorcyclist.—From a May, '08, issue of the *Motor Cycle*, London.

ENGLISH NOTES

By R. H. DAVIES

[illegible] principal topics of excitement in [illegible] cycling circles just now—the Tourist [illegible] in the Isle of Man, fixed for September [illegible] mass of eighty-pound motorbikes for general [illegible] and a fuss about disguised racing machines figuring as "standard tourist" mounts in hill [illegible]

The Isle of Man Race.

[illegible] England and Ireland refuse permission for races [illegible] open roads, but English riders are lucky in having a [illegible] little island close at hand with a separate government of its own, which annually closes its roads for a fifty sporting speed event. The course is only fifteen miles in length, but includes some rare climbing, as the mountains tower to 800 feet above sea level, and that very abruptly, and not without some particularly wicked bends. The course is covered ten times, and the basis of the race is a [illegible] limit. Last year the winner of the twin class averaged 37 m. p. h. with a consumption of eighty-seven miles to the gallon, while the successful single cylinder averaged thirty-eight, using one gallon per ninety-four miles. This year the conditions have been made a little more strenuous, as twins are only allowed one gallon per [illegible] miles, and singles one gallon per 100 miles. This restriction keeps the engines small enough for such a course, and any one who goes too fast runs out of fuel before he can finish. The competing machines are standard [illegible] tourists, with the weight pared down to the [illegible] point, and engines of extra high compression. It is a very difficult job to hit upon a carbureter adjustment which allows maximum speed compatible with having a few drops of spirit left at the winning post. Last year one single averaged 129 miles per gallon, but was too slow to win, and the same fate befell a twin which averaged 107 miles per gallon. Several others averaged over forty miles an hour and emptied their tanks almost in sight of home.

Eighty-Pound Motorcycles.

There has been a regular boom in eighty-pound motorcycles in England this year, and they have sold largely among veteran riders of the pedal cycle who shirked the weight of an ordinary tourist mount. The three best known are the Moto Rêve, Motosacoche and Douglas. The Moto Rêve has a V engine, with a tiny Gianoli magneto, and a most ingenious little vaporizer about the size of an egg cup. It has scored well in twenty-four hour non-stops, and climbs the worst English hills without pedal assistance. The Motosacoche carries a complete engine in a small metal frame bag, and if any trouble stumps the rider hopelessly, he just unscrews half a dozen winged nuts, sends the motor set home by mail, and pedals the rest of the machine along comfortably. It weighs no more than a heavy roadster bike. The Douglas looks a trifle but isn't one. It has a small horizontally opposed two stroke engine, with a miniature magneto, and is in every very powerful, developing 2¾-h., and being capable of taking a 180 pound man and his luggage anywhere. These three machines are in common use, both as local runabouts for commercial men, and also for leisurely touring at reduced speeds.

The trouble with machines of this make is that neither tires nor belts are quite up to their work. Push bike tires, with increased strength of fabric and tread, have been fitted, but quite a small pebble lying in the road will kink the rim clean through a tire of this size, and so two-inch tires are gradually being substituted. The belts suffer from the tiny engine pulley necessitated by a 6 or 7 to 1 gear, and so far only the 1¾-h. F. N. has conquered this difficulty, by using a large engine pulley driven off the crankshaft by a toothed reducing gear. These machines have a big future in England and on the Continent.

The Hill-Climb Scandal.

A year or two back one leading English firm tumbled to the notion that a big and inexpensive advertisement could be got by winning all the hill climbs, leaving the rest of the crowd badly beaten. So they evolved a special machine, which looked just like their standard tourist machines, and had the same bore and stroke. Under the enamel it concealed a lot of special fakements. The engine had about double the usual compression ratio, ball bearings to all shafts, and sundry minor fakes. For a time the wheeze worked very well indeed, and the boys used to turn out to see this machine scoop all the awards and beat the biggest twin cylinders to fits in a flying sprint up half a mile or so of stiff gradient. As time went on, the other firms somewhat tardily adopted the same dodge, and nowadays, in all the big hill climbs, the first eight or ten places in each class are almost always shared by trade riders steering machines which would not hold up long in ordinary work. In fact, at one hill climb this summer, three of the competing machines were little better than wornout wrecks at the finish, after a couple of ascents apiece.

The fun has waxed fast and furious, until even the single cylinders regularly managed the worst single figure gradients discoverable at speeds of forty and fifty odd miles and hour. Just now the British amateur is waking up, and asking why he should fork out a big entry fee for the privilege of invariably figuring at the very tail of the prize list, although his machine is perhaps the only one in the class which is strictly a "tourist" machine, as required by the entry schedule. There are wigs on the green at the moment, but the difficulty will probably be solved by the setting apart of a special class for these disguised racers, and by makers consenting to quote for these high-compression engines in their catalogues, so that the sporting amateur can invest freely. They cannot be sold as standard to the general public, as, owing to a very high compression, they need skilful handling and are apt to overheat on a long run. But they have taught the English manufacturer a good deal. The Triumph Company actually sent out an 84 x 86 engine the other day which beat twin cylinders, developing nine-brake horsepower in a mile sprint up a pretty easy hill.

[illegible] one hour motorcycle race was the best feature of the whole list of athletic and sporting events run off during the last week ending September 4, at Wau[illegible] Wis. "It was thrilling and exciting," according to [illegible] parts, "because something out of the ordinary was [illegible] to happen any moment." No accidents occurred, however, notwithstanding the track was a half-mile one, [illegible] with no banking. The race was at five miles and the [illegible] were Tony Fehl, Frank Winkie, Edward Paff, George Dern and John Schwister, all on Harley-Davidson machines.

The contestants started at the 100-yard pole and were timed for the five miles from the grand stand wire. George Dern and John Schwister alternated for first place through the ten laps, Tony Fehl keeping a close third. Schwister had perfect control of his machine through the race and won with Dern a close second. Fehl finished about a quarter of a mile behind. Time, 7.48.

THE POINT BREEZE MEET

START OF TWENTY-FIVE-MILE OPEN.

THE newly organized Quaker City Motorcycle Club's race meet at the Point Breeze track, just outside Philadelphia, on August 29, while lacking the element of speed necessary to make new records, provided an interesting card of eight events that aroused considerable enthusiasm in the 2,000 spectators who journeyed to the mile circuit. The track itself was not in the best of condition for speed, and a stiff breeze blew across it, somewhat handicapping the machines and riders. Otherwise the day was ideal, and the meet was the most successful yet held in that city. Walter Goerke and Stanley T. Kellogg were the star performers, the only other rider to carry off first honors being J. Sheib, on a 6-h. N. S. U., in the three-mile novice for local riders. E. A. Shotwell, also on an N. S. U., took second place in the big race of the day—the twenty-five mile open—and captured third position in the ten-mile open. Shotwell tried also to lower the track record in the exhibition mile trials, but was beaten by Kellogg. In all the other events the Indians carried off the honors, Goerke securing two firsts and one second and Kellogg one first and one second.

The record for the track, 1.00 4-5, established last May by Kellogg, was in no danger. Though he did his best to break it, he was just three seconds too slow. The twenty-five-mile open was the most hotly contested battle, and furnished the best racing of the day. Kellogg and Goerke started off to make a runaway race of it, and Kellogg led the field of ten starters for fourteen miles in 16.20 1-5. Just as he finished the fourteenth mile a punctured tire put him out of the race, but Goerke took up the pace from this point, closely pressed by E. A. Shotwell. The latter rode a plucky race, and cut down the lead of a half mile steadily, until Goerke was forced to slacken up to take oil on his twenty-fourth mile, and Shotwell, with a great burst of speed, caught him and secured a slight lead. But Goerke cut loose again, caught Shotwell in the last half mile and beat him to the wire by about sixty yards. Valiant was more than a mile behind, leading Harry Felix by almost another mile, and they finished in the order named. L. Steinhauser stopped at twenty-four miles, and A. Colwell at twenty. Fred Voelker rode fifteen miles, a breakdown forcing him to pull up. E. T. Banes was the first to drop out, and A. G. Chapple suffered a spill after going one and one-quarter miles. Chapple's machine was pretty badly wrecked, but the rider escaped serious injury.

Goerke and Kellogg had the first ten-mile race almost to themselves, the former winning easily in 12.01 2-5, and the same pair led all the way in the second ten-mile event, which was substituted in place of the pursuit race. Kellogg opened up a big lead at the start, and was never in danger, while Goerke beat out Shotwell. The ten miles were covered in 10.59 3-5. Shotwell's chances in this event, as well as in the long race, were lessened by his lack of skill on the turns. He lost considerable ground at each turn, Kellogg and Goerke cutting close to the rail.

J. Sheib, riding a 6-h. N. S. U., captured the three-mile novice race handily from a field of six starters in 3.57 2-5, and J. W. Pinkham led all the way in the five-mile race for owners. Harry Klebes, on an Indian, won the Pennsylvania special of five miles in 6.39.

The meeting was skillfully managed by E. T. Banes, who, in addition to his other duties, managed to get fourth in the first ten-mile race, third in the owners' race, and third in the Pennsylvania special. The motorcycle police squad rendered efficient service, and no accidents were reported in the big crowd. Frank Shaw acted as starter. The summaries:

Event No. 1—Three-mile novice for local riders—Won by J. Sheib, 6-h. N. S. U.; second, Harry Felix, 3½-h. R-S; third, John W. Pinkham, 5-h. Indian; fourth, Alvah R. Weiss, 5-h. Indian; fifth, J. Rosa, 6-h. R-S; sixth, John J. Keating, 3½-h. Harley-Davidson. Time, 3.57 2-5.

Event No. 2—Ten miles, 30½ cu. in. displacement—Won by Walter Goerke, 4-h. Indian; second, E. T. Kellogg, 4-h. Indian; third, L. Steinhauser, 3½-h. Bradley; fourth, E. T. Banes, 4-h. R-S. Time, 12.01 2-5. Fastest mile by Goerke, 1.06. Alex. Klein, F. L. Valiant, L. Steinhauser, A. Colwell and A. J. Chapple also started.

A GROUP OF STARS.

1. E. T. Banes.
2. Walter Goerke.
3. Stanley T. Kellogg.
4. Harry Klebes.
5. Alexander Klein.
6. Frank Shaw.
7. John W. Pinkham.

Event No. 3—Five miles, for private owners, open to local riders only—Won by J. W. Pinkham, 5-h. Indian; second, Harry Felix, 3½-h. Harley Davidson; third, E. T. Banes, 3-h. R-S; fourth, Alonzo Colwell, 3-h. Curtiss. Time, 6.39. Fastest mile by Pinkham, 1.17 1-5. J. J. Keating and J. Rosa also started.

Event No. 4—One mile, motor-paced bicycle exhibition to establish record for this track—W. R. Straud of Straud Wheelmen. Time, 1.59 3-5.

Event No. 5—Ten miles, open, substituted for the pursuit race—Won by Stanley T. Kellogg, 5-h. Indian; second, Walter Goerke, 5-h. Indian; third, E. A. Shotwell, 7-h. N. S. U. Time, 10.59 3-5. Fastest mile by Kellogg, 1.05. F. L. Valiant also started.

Time by miles:

1	1.13 3-5	Goerke.	6	6.38 4-5	Kellogg.
2	2.18 3-5	Kellogg.	7	7.43 3-5	"
3	3.23 3-5	"	8	8.49	"
4	4.28 2-5	"	9	9.54 1-5	"
5	5.33 4-5	"	10	10.59 3-5	"

Event No. 6—Five miles, Pennsylvania special; open to Pennsylvania riders only—Won by Harry Klebes, 2¾-h. Indian; second, Alex Klein, 3-h. R-S; third, E. T. Banes, 3-h. R-S; fourth, Frank D. Shomo, 3-h. Light. Time, 6.39.

Event No. 7—Twenty-five miles, open—Won by Walter Goerke, 5-h. Indian; second, E. A. Shotwell, 7-h. N. S. U.; third, F. Valiant, 6-h. R-S; fourth, Harry Felix, 3½-h. Harley-Davidson. Time, 30.21 2-5. Fastest mile, the twelfth, 1.05 3-5, by Kellogg. Fred Voelker, E. T. Banes, A. G. Chapple also started.

Time by miles:

Miles.	*Mile.*	*Total.*	*Leader.*
1	1.15 4-5	1.15 4-5	Kellogg.
2	1.10 4-5	2.26 3-5	"
3	1.09 1-5	3.35 4-5	"
4	1.08 1-5	4.44	"
5	1.10 3-5	5.54 3-5	"
6	1.09	7.03 3-5	"
7	1.08 1-5	8.11 4-5	"
8	1.10 4-5	9.22 3-5	"
9	1.08 1-5	10.33 4-5	"
10	1.10 2-5	11.41 1-5	"
11	1.08 1-5	12.49 2-5	"
12	1.05 3-5	13.55	"
13	1.16	15.11	"
14	1.09 1-5	16.20 1-5	"
15	1.26 2-5	17.46 3-5	Goerke.
16	1.16 3-5	19.03 1-5	"
17	1.16 4-5	20.20	"
18	1.18 3-5	21.38 3-5	"
19	1.12 1-5	22.50 4-5	"
20	1.10 1-5	24.01	"
21	1.13	25.14	"
22	1.15	26.29	"
23	1.16	27.45	"
24	1.21	29.06 4-5	"
25	1.14 3-5	30.21 2-5	"

Event No. 8—One mile, trials against track record of 1.00 4-5, held by Stanley T. Kellogg—Trial by Kellogg, 7-h. Indian, 1.03 4-5. Trial by E. A. Shotwell, 7-h. N. S. U. 1.12 3-5

ED SHOTWELL, ON THE NEW 7-H. N. S. U.

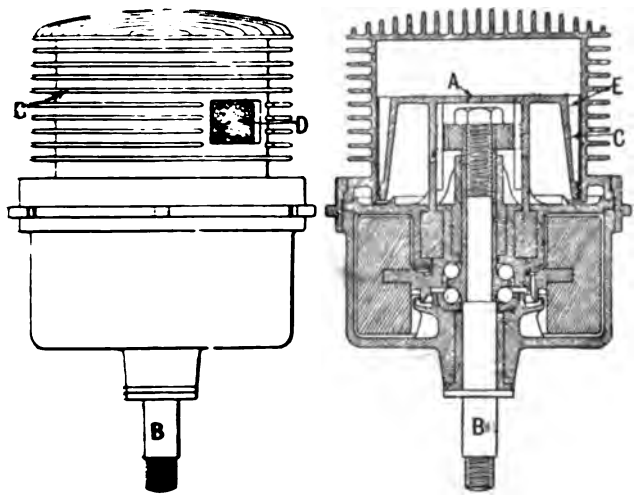
THE motorcycle races held at the Wheaton, Ill., county fair grounds on August 25 to 29, inclusive, provided honors and glory to spare for all participants. Freddy Huyck had things coming all his own way during the first two days, but Harvey Bernard made things hum in the closing events. Thomas Champay also won a first place in the 20.10 cu. in. displacement class. On August 25, Tuesday, Huyck, on his Indian, won in the 20.10 cu. in. class, at five miles, in 5.42½, with Galitzki, on a Thor, second, and Champay, on a Torpedo, third. In the 30.50 cu. in. class, ten miles, Huyck also won. Time, 11.08½. Van Sickle, Indian, was second and J. A. Turner, on a Merkle, captured third place. On Wednesday, the 26th, Huyck took both the five and ten-mile events, the first in the 30.50 cu. in. and the second in the 61 cu. in. class. His times were 5.30 and 10.50, respectively. Thomas Champay, Torpedo, won the five-mile 20.10 cu. in. class on Thursday, the 27th, in 6.51, and Huyck won the 61 cu. in. class in 5.25. Bernard, on a Harley-Davidson, cleaned up on Friday and Saturday. He led Huyck across the tape in the five-mile 30.50 cu. in. class, covering the distance in 5.33. Huyck was also forced to take Bernard's dust in the 61 cu. in. class at the same distance, and in the ten-mile match on the closing day of the fair. The time for the five-mile event was 5.32, and in the ten-mile match, 12.20, the fastest mile being 1.08.

country and the pure [illegible]
with a maximum of ease [illegible]

WITH THE BRITISH

An Interesting Engine

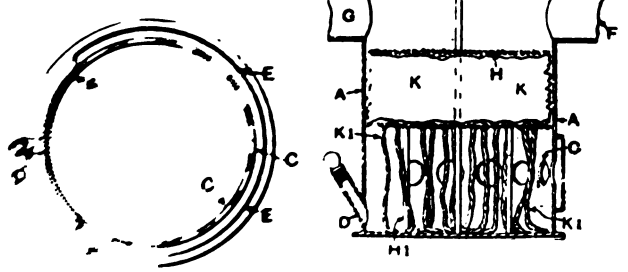
IN this very interesting high-speed engine, the piston, A, reciprocates and also rotates. The rotation is transmitted to the driving shaft, and the piston, A, in its rotation, acts as a piston valve, uncovering ports in the cylinder C, one of which, D, is shown in one of the drawings. This port, D, happens to be the inlet port. As will be seen, the piston is conical, and carries a loose ring, E, attached to the bottom of the piston, this ring being forced



outward by the gas pressures, so that a tight joint is made in the cylinder without the use of piston rings. Cam mechanism of a somewhat difficult nature to describe is employed to transmit the rotation of the piston to the driving shaft. A complete description of the engine cannot be given within the limits of a paragraph, but when it is stated that the engine is the joint invention of Peugeot Freres and Jules Gobiet, it can be taken that the construction is of great interest. Its external appearance can be gathered from one of the illustrations to be quite as extraordinary as its operation. It is, of course, understood that it is the inventors' intention to make the engine revolve at a very high number of revolutions per minute.

An Air Filter

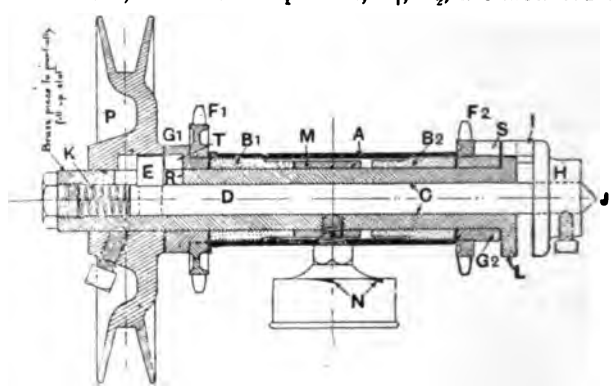
A MOISTENED pad of absorbent material is the intercepting medium. A casing, A, having a removable cover, B, is provided with air inlet apertures, C, located at a distance above the base of the casing. D is a supply pipe fitted with a cap for the admission of a supply of liquid to the base of the casing. The air inlet apertures, C, are protected with a covering of fine gauze, E. At the head of the casing two outlet ways, F and G, are



provided, one for connection with a carbureter, the other for connection with a source from which extra air may be drawn as required. Within the casing a frame, H, is provided, consisting of two grids, between which a pad of absorbent material, K, is inserted. The frame is supported upon legs, H_1, which rest on the base of the casing, and is fitted with capillary feeders, K_1, which may consist of threads depending to the base of the casing, for conveying liquid to the material, K, by capillary action, so as to keep the material moist. The construction permits the frame, H, and associated parts to be readily removed for cleaning when the cover of the casing is taken off. Absorbent materials of various kinds may be used, but the use of sponge is particularly efficient.

A Simple Two-speed Gear

AS will be seen from the illustrations, a secondary shaft is driven by a V belt from the motor, upon which are mounted two toothed pinions which transfer the power to the back wheel through chains. Pedals are done away with, and in their place is journalled the secondary shaft, C, in gun metal bearing, B_1 B_2; this shaft is hollow, being 1 inch in diameter, and contains a ½-inch rod, D, to which is riveted the hardened steel piece, E, ¼ inch thick. With the movement of the rod this piece is free to slide in a slot cut in the shaft, C, from the end to the shoulder, R. The two pinions, F_1, F_2, are mounted on



steel bosses, G_1 and G_2, respectively; G_1 has a circumferential slot, T, cut in it about 1 inch long, and G_2 carries a tooth, S. H is a steel collar secured, as shown, to the rod, D, a tooth, I, projecting from it so as to engage with the tooth, S.

The drawing shows the gear in the free position, it being held thus by the change-speed lever pressing against the hardened steel point, J. To connect up the high gear, the pressure is released from the point, J, when the spring, K, pushes the rod, D, outward, so that the piece, E, is forced into the slot, T, contained in the high-gear pinion, F_1. To put the low gear in, pressure is brought to bear on the point, J, forcing the rod, D, inwards against the pressure of the spring, K, thus releasing the piece, E, from the pinion, F_2, and bringing the tooth, I, into contact with the tooth, S, on pinion, F_2.

The shaft, C, has a flange, L, which is cut away at one part to allow the tooth, I, to pass through it and engage with the pinion, F_2, so that the rod, D, has no torsional stress upon it. The collar, M, is to take up the slight end pressure on the shaft due to the weak spring, K. N is a lubricator with notches, N, filed in the upper edge of the cup, into which a flat spring engages, making it impossible for the cup to shake off.

After using the gear some time, it is impossible to change up unless the engine is running at a certain speed, owing to the weakness of the spring, K; this acts as a safety device, and makes the gear absolutely foolproof without the aid of a clutch, which is not at all necessary.

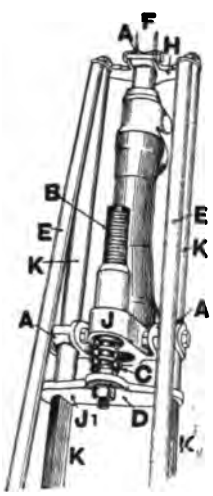
INVENTORS AND IMPROVERS

A Hand Lever

THE "sector" or quadrant lever is a form of hand lever which is found specially suited to many systems of motor driving, many tricar owners having a special predilection for this type in preference to any other where it can conveniently be used. Hitherto there has been nothing on the market specially adapted for use in connection with the Bowden wire mechanism, and to remedy this the E. M. Bowden's Patents Syndicate, Limited, have introduced the pattern illustrated here. It is supplied for either right or left side, and, like all levers operating the Bowden wire, can be placed practically anywhere on a machine within reach of the driver's hand. A is a milled knob operating a pawl, which with its return spring are concealed in the stem, B. The pawl engages with the rack, C, and is released by pulling the milled knob, A. E and D represent respectively the Bowden wire and its "stop."

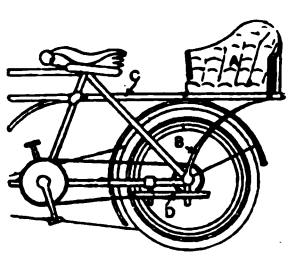
A Neat Spring Fork

A SPRING fork is an article which should be standard on every motorcycle, and numerous are the ideas that have been patented to obtain that elasticity and ease of running on rough ground which is essential to the comfort of the rider. One of the latest devices, patented in England, is shown herewith. The wheel is held in a rigid fork, and brakes and girder forks can easily be fitted, as a vertical movement only of the wheel is allowed. Reference to the illustration shows three guide plates, H, J and J_1. Two of these plates are fitted with rollers, A A A, which bear against the extensions of the fork blades, K K, and the handlebar stem, F. The coil springs, B and C, are centrally applied, and control both up and down movements of the wheel.



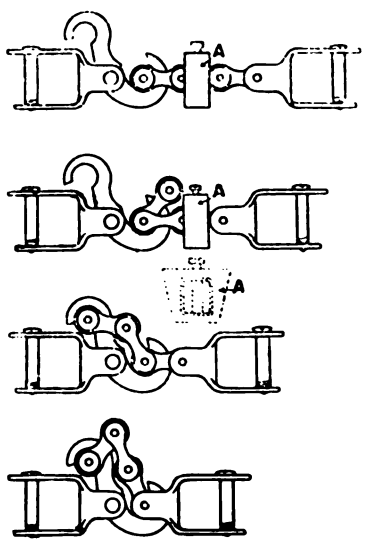
A Passenger Attachment

THE seat, A, is provided for this purpose, and is mounted over the back wheel. It is provided with supports, B, on both sides of the road wheel, and a connecting bar, C. A platform or footrest, D, is also provided, so that the occupant is fairly comfortably carried.



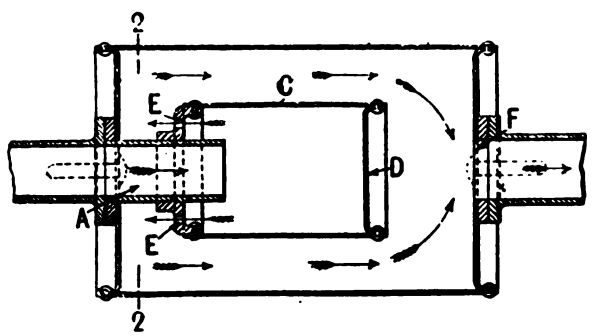
A Flexible Belt Fastener

NOW that adjustable pulleys are so popular, any accessory which will tend to facilitate their use will be heartily welcome. As will be seen from the accompanying illustrations, the belt fastener has a flexible connection composed of a small piece of roller chain, giving four distinct adjustments, such as may be desired when the adjustable pulley gives a difference in the gear ratios of, say, from three and a half to six to one. The fibre block, A, is connected to a section of the chain, and when the fastener is extended to its fullest length serves to steady it as it passes round the pulley and prevents it from slipping. The illustrations are self-explanatory.



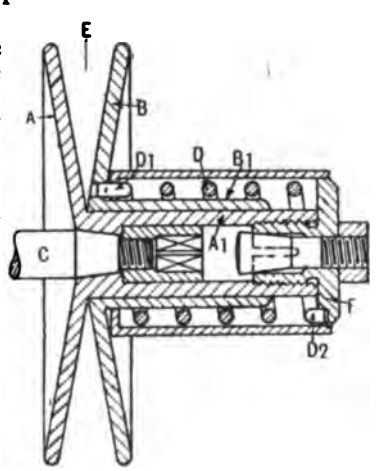
An Efficient Muffler

THE exhaust is led through the pipe, A, into the pot, C. The outlet holes, E, allow the gas to pass into the outer chamber, whence they issue by the pipe, F. The inventor states that by making the holes, E, at the same end of the pot, C, as the inlet pipe, A, high efficiency is obtained.



A Special Lever

THE movable flange, B, slides upon the hub, A_1, of the fixed flange. This hub, A_1, has a stationary disc, F, screwed into it, and to this is attached one end of a coil spring, D, the other end of which is attached at D, to the movable pulley flange. Thus the two flanges are connected together by a helical spring, and relative rotation is prevented.



THE LOS ANGELES MOTORCYCLE CLUB.

WITH THE CLUBS

PHILADELPHIA, Pa., now has two motorcycling organizations, one of which, the Philadelphia Motorcycle Club, has been in existence about five years, and the other, the Quaker City Motorcycle Club, is only a month and a half old. It was the latter organization that pulled off the successful race meet at the Point Breeze track three weeks ago, and plans are now under way for a 200-mile race on this track, to be held on October 10, together with some shorter events. As soon as F. A. M. sanction is secured the details will be announced.

The Quaker City Club was organized on August 1, and its officers are: A. E. Irelan, president; W. Ellershaw, vice-president; E. T. Banes, secretary and treasurer; Alexander Klein, captain; C. D. Feiler, color bearer; H. Saunders, photographer.

The present membership of the club is: H. Harman, William Augustine, H. Felix, M. C. Slifer, H. B. Shay, C. V. Stahl, W. Wright, C. Seeger, H. Ringe, E. Wurbach, A. Jessen, D. Hildreth, W. G. Rhodes, C. Clark, J. Wunsch, W. Scott, N. Smith, W. Murray, S. Whipple.

WITH the end of the season for club runs drawing near, Worcester (Mass.) club members are turning their attention to the competition for the prizes offered for members making the best score in the club runs of the season. The main prize is a cup, to be won two years before it becomes the property of a member.

A system of scoring was adopted by the club before the runs started, a certificate being given to competitors. A first class certificate scoring a point is given to every member in a club run who starts with the party and finishes under his own engine power within a half hour after the officer in charge of the run at the finish. A second class certificate on which a half point is scored is given to every member starting on a run who does not finish in accordance with the regulations prescribed for the obtaining of a first class certificate.

L. J. Vaudreuil leads in points, and looks like a sure winner of the cup for this season. He has scored 10 points in 11 runs, 9 first class certificates and 2 second class. He has made the highest total possible, as in the runs on which he received second class certificates no first class certificates were given out. One of the runs was the first run of the season, to Concord. The club captain, Lincoln Holland, Jr., did not lead the party on that run, and the members got separated in Concord. There being no official record of their return to Worcester on their machines, it was finally decided to give all members participating second class certificates.

The other run, on which Mr. Vaudreuil got a second class certificate, was on a run to Providence. It rained hard while the members were in Providence, making it impossible for them to return on their wheels. Lincoln Holland, Jr., is second in the list with 8 points. He missed two chances to score, being out of Worcester when two runs took place. On the July 4 run he gave up on account of an injury to another rider's machine, which Mr. Holland fixed up.

W. H. Tannebring would be making a hot race with Mr. Vaudreuil had he been a member of the club when the series of runs was started. Four of the runs had taken place before Mr. Tannebring joined the club. Since joining he has made a perfect score, getting 7 points in seven runs. H. F. Thurston, lieutenant, is tied with him with 7 points. N. L. Perron has 7½ points, but there may be a revision of his score, as he didn't start with the club on one or more runs, meeting the members on the road. As the rules call for a start at a specified time his points in those runs may be deducted from his score.

The other point winners thus far are: A. P. Knight, 5½, L. R. Carron 4, Warren Fish 3½, T. H. Labarre 3, G. F. Clark 2½, H. L. Long 2½, I. E. Coombs 2½, Walter Hildreth 2½, E. R. Wentworth 2½, C. M. Brown 2, W. E. Hyde 2, W. H. Kirk 2, J. W. Macafeel 1, G. E. Hoyle 1, C. E. Drake 1, Lincoln Holland 1, F. A. Brooks ½, Howard Clark ½, A. Carison ½, H. E. Davis ½, and E. R. Creamer 2½.

CLEVELAND, O., now has its club of local riders, starting off its organization with a membership of twenty-five. The present officers are A. M. Hannaford, president; C. R. Cannon, vice-president; C. W. Shulters, secretary; Gus Burri, treasurer, and L. J. Mueller, road captain. The first meeting took place on Wednesday, Aug. 19th, and much enthusiasm was shown. There are some 125 active riders in the city, and the club, which has adopted the name "Cleveland Motorcycle Club," will carry on a campaign with its object to enroll them all and make the organization a strong and representative one. On the first of the weekly club runs, starting from Capt. L. J. Mueller's place on Woodland Ave., Sunday, Aug. 23d, twenty riders took part.

PLANS are under way to organize a club of the local riders in Springfield, Mo. On Sunday, August 23, twenty-six motorcyclists arranged themselves in front of the Wichita Bicycle and Sporting Goods Company's store and were photographed. After riding around the city for two hours, they were the guests of the company for dinner. It had been the intention to perfect an organiaztion of a club, but this was deferred two weeks. The interest in this mode of outdoor exercise is growing and there will be about fifty members in the new club.

ON A SUNDAY RUN.

NEW HOUR WORLD'S RECORD

UNPARALLELED in the history of motorcycle racing, the meet of the Los Angeles Motorcycle Club, held at the Agricultural Park track in that city on Admission Day, September 9, broke thirty-one world's competition records and established eight new ones. It was in the last event of the day, a one-hour race, that the trick was turned, two local amateurs accomplishing the feat between them. Raymond Seymour, riding an H. & H. machine, led the field of thirteen starters and made the first new record by doing ten miles in 10.29 from a standing start. He completed twenty miles in 20.51, twenty-one miles in 21.51, and twenty-two miles in 22.54, all new records. At this point in the race he was passed by Howard Shafer, riding a twin-cylinder Thor.

Shafer was never headed and broke every world's records from twenty-three miles to forty-eight miles, established a new record for the remaining miles up to fifty-six and broke by a large margin the world's record for one hour, riding fifty-six miles, 600 yards in sixty minutes.

John F. Derkum, brother of "Dare Devil" Paul Derkum, the Pacific Coast professional champion, went through the outside fence while practicing. He died in the hospital. His brother left his bedside before he died to go to the track and ride before the impatient crowd. White-faced and sobbing, Paul Derkum rode an exhibition mile, covering a quarter mile in thirteen seconds. He was lifted from his machine to be told that his brother had died.

THE motorcycle race meet promoted by local managers at the Beloit (Wis.) fair grounds on Labor Day, September 7, was a complete fizzle, so much so that the audience left in disguest after the police had been called in to quell the small riot which was started. The track was in terrible condition, covered by two to four inches of dust and sand and full of holes. So bad was it that several riders, after taking a look at it, refused to uncrate their machines. The riders are held blameless, as they had their machines ready and were prepared to go on, but it was courting death to do so. The first race was called and six riders responded. After riding a few laps the sand and grit so clogged the machines that only three of them could finish. Three starters lined up for the next event, only one of whom was able to get his machine over the line. The summaries:

Ten miles, single-cylinder machines—Harvey Bernard, Harley-Davidson, first; Fred Huyck, Indian, second; C. W. Van Sickle, Indian, third. Time, 16.05½.

Five miles, doubles and singles both entered—Oakley Fisher, Harley-Davidson, first. Time, 8.43½.

AT the meet held on the Bennings race track, near Washington, D. C., on Labor Day, honors were fairly divided among the Indian, Merkel, R-S and Thor riders, with the Indians just a trifle ahead, capturing first places in two events. The track was heavy at the turns, but in better condition than in the previous races held at Bennings this season.

Thirteen starters lined up for the first race. M. Mangold, on an Indian, finished in the lead in the fast time of 13 min. 34 secs. Pushing him all the way, and riding a spectacular race, was W. B. Genella, Jr., on a Merkel.

Mangold chalked up another victory in the fifteen-mile handicap, when, under an impost of twenty seconds, he beat out eighteen starters. Second was D. E. Knight on an R-S. Knight made the fastest time of the day for a mile, covering that distance in 1 min. 17 secs. He rode a classy race and was well among the leaders at all stages.

The twenty-five-mile grind was captured by George W. Beall, riding a Thor, against a field of sixteen starters. Beall had things all his own way, his 3-h. machine running beautifully. Malcolm Gettinger, on an Indian, finished second.

THE race meet held at the Agricultural Park track in Los Angeles, Cal., on September 7, was brought to an abrupt close when Charles Balke, riding at a mile a minute clip, ran into and instantly killed a seven-year-old boy who had rushed out on the track with a crowd of older enthusiasts. Balke was so seriously injured that he may not be able to ride again. Following a mile race between Derkum and Breese, which was done in 58 seconds flat, a crowd of the spectators rushed onto the track to congratulate the riders, and the boy, taking advantage of the excitement, climbed over the fence and started across toward the enclosure. Balke and his competitors came down the stretch, Balke next the rail, and when he hit the lad the machine turned a complete somersault and hurled its rider through the air. There were forty competitors in the race that ended with the fatality. The other events were called off.

ON Saturday afternoon, September 5, one ten-mile and one five-mile motorcycle race was run in conjunction with the automobile races at the Minneapolis (Minn.) State Fair grounds. The ten-mile free for all, stock machines, was won by Fred S. Haas, Indian; Thomas Bird, Merkel, second; R. S. Porter, Indian, third. Time, 13.49. The five-mile event went to Walter Davidson, Harley-Davidson; C. W. Van Sickle, Indian, was second. Time, 5.15.

Denver's Labor Day Meet

BIG crowds, exciting and strenuous riding and a number of accidents, happily none of a serious nature, marked the running of the fifty-eight-mile handicap road race over the Brighton course at Denver, Col., on Labor Day. The winner, C. E. Ferguson, on an Apache, after partaking of a spill which injured his hand, gamely continued the race and managed to cross the tape in the lead, covering the four laps in 1 hr. 28 min. 25 secs. He was given an eight minutes and thirty seconds handicap. Second place was captured by George Michel, on a 3½-h. Indian. He was given four minutes and forty-five seconds handicap and made the fastest time, covering the course in 1 hr. 25 min. flat. C. W. Stratton, on a 3½-h. Excelsior, with a handicap in his favor of seven minutes, finished third.

Under the rules of the race the first man to finish was given first place, and the man who made the fastest actual time was recognized as second man. Owing to confusion resulting from the numbers on the riders' backs being displaced, time was not secured in several cases, and the order of the finish after the third man is not known.

Three accidents, none of them serious, and delays by trains at the railroad crossings were the only untoward incidents. Ferguson was delayed on his third lap three minutes by a freight train. The engineer appeared interested in the scenery and made no haste to get his fifty-four-car train over the crossing. After covering three miles of his first lap, Ferguson, in rounding a slight turn in the road, was thrown by the machine skidding, and he landed in the bushes by the roadside. His right thumb was badly crushed, and he was otherwise shaken up. He gamely remounted his machine and was the first man to cross the tape, being followed closely by Michel, who captured the time record.

While on his second lap, passing Hazeltine, E. W. Armstrong, riding an Excelsior, was thrown over his handlebars by a piece of wire which caught in the wheel, ripping nearly all the spokes out before he could bring the machine to a stop. He was thrown fully twenty-five feet and obliged to leave the race, as he was severely bruised. C. M. Clark, driving a 6-h. N. S. U., just before crossing the Burlington track on his second lap, was thrown violently to the ground, and he was obliged to give up the race.

The crowd started to fill the stretch between the railroad track and the judges' stand early in the morning. When the starters announced that they were ready, 2,000 people were assembled along the edge of the road. The crowd rapidly increased, and before the race was over had grown to about 10,000.

The riders all secured a first class start. They shot away from the tape, and with the exception of the mishaps mentioned, the machines stood the hour and a half grilling in splendid shape. The entry list was in two instances scratched. The scratch man, G. R. Boyd, who was to have ridden a 5-h. Indian, broke the gear of his machine while practicing and was unable to start. W. E. Cohagan met with an accident while riding a tryout and sustained a dislocated shoulder, which put him on the sick list. The remaining ten machines left the judges' stand in the order of their handicap. Harold Boot started twelve minutes and thirty seconds in advance of the scratch man, and the others strung along. Burch Gaskin, on a 5-h. Indian, started from scratch, although he was originally given a slight handicap over Boyd, who did not start.

The course was only in fair condition. The riders were in many places obliged to reduce their speed and at the railroad crossing the sand was deep and materially reduced the possible time over this section of the course.

The entries and handicaps were as follows:

Fifty-eight miles, motorcycle race, four laps of fourteen and one-half miles course.

2¼-h. Torpedo—Harold Boot; handicap, 12 min. 30 secs.

1¾-h. Indian—Arlo Aleshire; handicap, 9 min. 45 secs.

2¾-h. Apache—C. E. Ferguson; handicap, 8 min. 30 secs.

3¼-h. Excelsior—A. W. Stratton; handicap, 7 min. 15 secs.

3¼-h. Excelsior—E. W. Armstrong; handicap, 7 min. 15 secs.

3½-h. Indian—George Michel; handicap, 4 min. 45 secs.

5-h. Apache—A. S. Margason; handicap, 2 min. 35 secs.

5-h. N. S. U.—Clyde Hanna; handicap, 1 min. 55 secs.

6-h. N. S. U.—C. M. Clark; handicap, 1 min. 45 secs.

5-h. Indian—Burch Glaskin; handicap, 30 secs.

Capitol Club's Hill Climb

FIRST honors in the hill-climbing contest held by the National Capitol Motorcycle Club of Washington, D. C., on Saturday, September 5, went to George Frankel, riding an R-S twin, who captured two out of the three events. The event was a club affair, and the first of its kind held in that part of the country. A large number of spectators lined the course, which was a climb of one and one-tenth miles up a double hill—that is, one-half mile grade, followed by a short drop and a sharp right turn, then up a second hill which is considerably steeper than the first. The turn was dangerous and extremely hard to negotiate, and it was here that the greatest number of lookers-on gathered, expectant of trouble. They were, however, disappointed, as not an accident occurred to mar the day.

Sixteen of the club members essayed the ascent, but Frankel made easily the best time of the day, in 1.48, capturing the special prize for this event—two glass spark plugs. In the formula competition he also won out on points. F. B. Marks won first place in the single-cylinder class.

AWARD ON FORMULA.

	Pct.
George Frankel, 6-h. R-S	19.4
M. E. Mangold, 5-h. Indian	17.
B. C. Furr, 3¼-h. Excelsior	16.01
T. O. Wansleben, 6-h. R-S	15.06
W. B. Genella, 3-h. Merkel	12.09
C. L. Osborne, 2¾-h. Indian	11.312
F. B. Marks, 3½-h. Indian	11.311
C. H. Cross, 3¾-h. N. S. U.	11.07
George W. Beall, 3-h. Thor	11.06
D. E. Knight, 3-h. R-S	10.9
G. B. Kirkpatrick, 3-h. N. S. U.	10.2
J. F. McCarter, 1¾-h. Rambler	9.8
D. H. De Lashmut, 2¾-h. Indian	9.08
S. McPherson, 3-h. Merkel	8.05
H. F. Buhrig, 5-h. Indian	6.1
E. D. Isell, 2¾-h. Royal	4.7

FASTEST TIME TWINS.

George Frankel, R-S	1.48
M. E. Mangold, Indian	1.51
T. O. Wansleben, R-S	2.15

FASTEST TIME SINGLE.

F. B. Marks, Indian	2.02½
C. L. Osborne, Indian	3.00
D. E. Knight, R-S	3.02½

AT the races held on the 3rd inst. at the Fulton County Fair grounds near Lewiston, Ill., J. A. Schontz captured first place, making the three miles in 4.20 on the flat half-mile dirt track. Summary: First, J. A. Schontz, Galesburg, Ill., Harley-Davidson. Second, F. Melhone, Canton, Ill., Excelsior. Third, A. C. Stansbury, Canton, Ill., Thor.

THE HARTFORD HILL-CLIMB

THE TURN AT THE TAVERN.

COMPETITORS AND OFFICIALS.

PROSPECT HILL, starting about 100 yards west of the Park River Bridge, with its summit just six-tenths of a mile further on, was the scene of some lively climbing in Hartford, Conn., on Saturday afternoon, August 29. The Hartford Motorcycle Club, under whose auspices the climb was held, had advertised the event extensively, and a large crowd turned out to witness the fun. The course was not in the best of condition, several bad stretches and a few holes, together with a sharp turn at Wadsworth's Tavern, all combining to bring out the generalship of the riders as well as the speed of the machines. The spectators gathered in the greatest numbers at this turn, expectant of witnessing some spills, in which they were not wholly disappointed, though the motorcycles made the bend in much better style than did the automobiles in a climb held there about a year ago. The features of the day were the fast and heady riding of Charles Gustafson, the young Springfield "Indian," and the material lowering of the best automobile time up the same hill.

The Hartford club conducted the climb in a most satisfactory manner, the results and times being megaphoned to the crowd at start, finish and several points along the hillside. No serious accidents marred the event, and a fine lot of prizes were carried home by the victors.

There were only two spills. Cox, in the first event, tried to turn the corner at Wadsworth's too sharply, and was thrown. The whirling machine was caught before any one in the crowd was hurt, and Cox, though somewhat bruised, was able to make a fresh start, in which he succeeded in capturing second place. In the last event Winalski lost his balance at the tape, and fell from the machine. He was quickly up, however, and away again.

Two events were reserved for club members' entries only. The first was limited to the 30.10 class, and the other, a free for all, limited to 61 cu. in. piston displacement. Both furnished keener competition than the open events, though Indian riders captured them both. All starts were made from a stand with a push off at the drop of the flag. Vice-President C. H. Gillette of the Automobile Club of Hartford was referee and H. E. Brown was starter.

GUSTAFSON.

The summary of the events follows:

For machines not exceeding 31.10 cu. in. piston displacement—Charles Gustafson, 4-h. Indian, first; time, 0.53.

Indian, second; time, 1.02 3-5. H. B. [illegible] man, third; time, 1.04 1-5.

[illegible] not exceeding 61 cu. in. piston displace[illegible] Gustafson, 7-h. Indian, first; time, 0.49. [illegible] Indian, second; time, 0.54 2-5.

[illegible] not exceeding 61 cu. in.; auxiliary exhaust [illegible] harles Gustafson, 7-h. Indian, first; time, [illegible] H. B. Lake, 7-h. Indian, second; time, [illegible]

[illegible] machines not exceeding 31.10 cu. in. piston dis[illegible] open to Hartford Motorcycle Club members [illegible] — Hayes, 3½-h. Indian, first; time, 1.06 1-5. Bernard Biederman, 2¼-h. R-S, second; time, 1.10. George A. Snow, 5-h. F-N, third; time, 1.13 2-5. J. J. O'Connor, 2¼-h. Indian, fourth; time, 1.17. Adolph Brodeur, 2¼-h. Indian, fifth; time, 1.19. George H. Thrall, 2¾-h. Indian, sixth; time, 1.20. George A. Snow, 3-h. Thor, seventh; time, 1.28.

Free for all; not exceeding 61 cu. in.; open to Hartford Motorcycle Club members only—Charles M. Carlson, 5-h. Indian, first; time, 0.57. Richard Robinski, 5-h. Indian, second; time, 0.60 4-5. Gilbert A. Finch, 5-h. Indian, third; time, 1.02 2-5. Joseph Winialski, 5-h. Indian, fourth; time, 1.04 2-5. George A. Snow, 5-h. F-N, fifth; time, 1.15.

Providence Club's "Triangle" Runs

On [illegible] August 30, the second of a series of three [illegible] runs was held by the Providence, R. I., [illegible] ists over a course from their home city to [illegible] eight miles), Worcester (forty-five miles), [illegible] Providence (forty-four miles), a total of 137 [illegible] eliminated all but six riders from the perfect [illegible] sixteen starters, fifteen reached Worcester [illegible] Hartellot being crowded into the curbstone in [illegible] an automobile and delayed three hours for [illegible] reached Providence later on. The last leg [illegible] developed into a road race, in which B. [illegible] as usual, was the star performer, leaving [illegible] and finishing first in every city.

[illegible] the riders were met by a delegation of [illegible] merchants from Woonsocket, who let it be [illegible] they were there to show the road to Woon[illegible] rider from Boston also showed up in Wor[illegible] frankly admitted that he would try to trim [illegible] the road. Swenson then decided to show [illegible] real riding. The roads from Worcester to [illegible] are full of bad turns and are in poor condi[illegible] Swenson rode thirty-four miles in the first hour [illegible] passing through Woonsocket, twenty-eight [illegible] Worcester, five minutes ahead of the next man [illegible] minutes ahead of the rider from Boston. The [illegible] boys were not heard from after leaving [illegible] Swenson picked up a nail in his rear tire ten [illegible] Providence (his only trouble all day); but in [illegible] by the watch he was again in the saddle [illegible] he was thirty minutes ahead of the next [illegible] time for the forty-four miles of rough [illegible] Worcester to Providence was 1 hr. 16 min. [illegible] Indian, fitted with Bosch magneto igni[illegible] tires. The others with clean scores were: [illegible] Ennis, F. Smith, R. Craig and W. [illegible]

[illegible] the only rider to suffer a spill. He broke [illegible] to Millbury and took a header on a sharp [illegible] less than six feet tall and weighs in at [illegible] that he bounces like a rubber ball when he [illegible] will make the "Triangle" yet. He did [illegible] year, but he only weighed 245 lbs. then. [illegible] that the triangular runs will be held on [illegible]

Springfield, Mass., Hill-Climb

A [illegible] and motorcycles met on equal [illegible] Wilbraham hill climb, held on Fri[illegible] by the Springfield Automobile [illegible] been of rather up, to defeat [illegible] seconds. Stanley Kellogg, [illegible] carried off the honors of the [illegible] Wilbraham hill, a grade of nearly [illegible] feet on an Indian.

The average grade of Wilbraham Hill is 8.58 per cent., and the time made by Kellogg is really wonderful, so fast, in fact, that the timers could hardly believe their watches. The automobile to make the best time on the hill was a four-cylinder car driven by Easle, which covered the distance in 1 min. 8 secs. William Bourke took second place with 1 min. 8 2-5s secs., and tied for third place in another car with Robertson at 1 min. 9 4-5 secs.

Run to Havre De Grace

THE Hamilton Motorcycle Club, of Baltimore, Md., took its weekly run to Havre de Grace on Sunday, Aug. 30th. Captain William McCallister either had a grudge against the club or else put up a good joke on the boys, for he took them over some of the worst specimens of roads in Maryland. The route was Hamilton avenue to Philadelphia road, to Abington, to Belair, to Havre de Grace. In coming home they came in on the Hartford road. All the roads were bad, with the exception of a 16-mile stretch between Belair and Havre de Grace. The most of the members ride Merkel machines and were lucky in not even having a puncture. There were no mishaps or delays.

Consolidated A. C. Run to Athol

The club held a run to the Athol (Mass.) fair on Labor Day. This was made on a schedule, three controls having been established on the route. Each rider departed with 1,000 points to his credit, with one minute allowed for variation of watches. The run was not a long one, but the lack of distance was amply made up by the extremely strenuous character of the route selected, which kept the riders on their nerve for the entire distance. In view of the conditions, the scores made were especially meritorious. All rode Indians except Jackson, who was mounted on a Yale. C. C. Wilber, 1,000; G. F. Little, 1,000; Leon Allen, 999; G. F. Lombard, 998; F. S. Morse, 998; H. C. N. Hills, 998; N. L. Rixford, 997; E. Richardson, 997; Dean Scott, 996; N. F. Collier, 994; C. H. Cross, 994; F. M. Harder, 994; J. H. Jackson, 991; J. D. Eames, 982; H. C. Dean, 906.

ROCHESTER, N. Y., has passed an ordinance relative to bells, horns and lamps on motorcycles as follows: Every bicycle, motorcycle or motorbicycle shall be provided with a suitable bell, horn and other signal which may be heard at least 100 feet distant, and the person riding the same shall give an alarm therewith when about to meet or pass pedestrians, or other vehicles, and shall be equipped with a lamp which shall be lighted during the period from one hour after sunset to one hour before sunrise, showing a white light visible within a reasonable distance in the direction toward which such vehicle is proceeding.

Sec. 2. This ordinance shall take effect immediately.

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Stock vs. Racing Machines

IN our September 1st issue we published on page 20 a letter signed jointly by two Chicago concerns and dealing with the question of Stock vs. Racing machines on the race path, in road races and in hill climbs. The letter was very interesting, and its object was to suggest certain changes in the present F. A. M. rules governing competition. The pith of the Magnet-N. S. U. letter is contained in the following paragraph:

> We therefore wish to submit to you a suggestion which no doubt will appeal to all private owners and real patrons of motorcycle sport: Each class of 20.10, 30.50 and 61 cubic inches should only be open for strictly stock machines, fully equipped as described in catalogue, and with standard weight, standard tires, muffler, etc. These classes are to demonstrate to the prospective buyer what he can expect from the machine he is going to buy. One or two events might be open for racing machines in the 30.50, 61 cubic inches or free-for-all class, in order to show speed and to establish records.

Apropos of this matter, F. A. M. No. 159 sends a reply which is printed below. It is interesting and not without humor. Will some of the authorities on motorcycle sport, plus mechanics, read the Magnet-N. S. U. letter and 159's reply and send us further criticism? All this will make for evolution. As all who are interested know, a committee of fifteen was recently appointed to sit in judgment on and revise the F. A. M. competition rules. It is hardly necessary to say that the more light these gentlemen receive the better will be the result of their labor.

No. 159's VIEWS.

EDITOR MOTORCYCLE ILLUSTRATED:

Most of us have some sort of idea of what we want, but few figure out just how we are going to get it. That is about the situation of the "Maget-N. S. U. letter" in your issue of September 1. The signers of this document evidently have an intense longing to win some races, but as they do not see their way to do so by the usual methods, they suggest that the racer be eliminated. Most people, and especially those who support racing events, want to see speed, and the best speed available. They are out for sport, and business propositions are entirely incidental. If there is any feeling by the public on this point it is one of gratitude toward the individual or firm that is instrumental in giving them a good show.

The Wheaton County Fair races, happily cited in the Magnet-N. S. U. letter, is a good example of average racing conditions. The races were certainly arranged as sporting events for the entertainment of the public, and not as demonstrations of business details. They had some "horse trots," too; but what would the crowd have said if these trots had been limited to horses hitched to the family carryall, with working harness, and the wife, children and the lunch included? Even a club meet must provide genuine sport—and speed—to merit and win support, and if the promoters choose to put on a couple of closed events for its own members to contest and quarrel over ever after that's another question.

The "stock machine" proposition would be productive of a whole lot of interesting catalogues that would be far from "simplifying" the situation, and, anyway, it is "about as big as a piece of chalk." When the prehistoric man got after his neighbor with an axe it was a sprint to a finish, and the best man won; and it was not until the Philadelphia lawyer was invented that we began to hear about handicaps, formulæ and other artificial assistants so popular with the weak brother. The general public, however, still has the instincts of its original ancestors, and is "with" the best man.

With the motorcycle it is competent for any one who knows how to build an efficient machine to produce a racer, in accordance with the restrictions prescribed by the F. A. M. But that is the true inwardness of all of these "reform" movements—the reformers don't know how. One of them says it is easy enough to build a racing machine, but difficult to construct the ordinary, everyday kind. He knows better, for he tested his theory, and his racer wouldn't race. The truth is, that to produce either a successful racer or road machine it must possess power and efficiency in a superior degree, and without those qualities neither kind of machine will be in the first class.

It is difficult to understand on what grounds a person who is unable or unwilling to play the game according to the rules should appeal against opponents who accept the rules as they find them and abide by them.

F. A. M., No. 159.

Excessive Freight Charges

THE matter of excessive freight rates has long been a subject that motorcycle manufacturers have had to contend with, and the persistent warfare which has been carried on for the past two years with the various Classification Committees has at last begun to show its effects. In the southern district the rates have been reduced from three times first class rates to one and a half times first class, and word has just been received from the Western Classification Committee that the petitions filed by the Hendee Manufacturing Company have been approved and the rates west of the Mississippi River, but not Pacific Coast rates, will be reduced from three and a half times first class rates to two and a half first class. This classification goes into effect November 1. These various reductions mean a considerable saving to all manufacturers and dealers in motorcycles, and practically mean the opening up of immense sections of the country that have heretofore hesitated to take up the motorcycle largely on account of the great expense of handling.

QUERIES AND ANSWERS

How to Cl.

[illegible] ILLUSTRATED:

If [illegible] answer two questions for me? As long as the machine does not smoke, is it possible to injure the motor in any way by having too much oil in the base? Where can I get an accurate road map of the eastern end of Long Island?

F. MERTON PHILLIPS.

[illegible], N. Y.

It is much better to over-oil a motor than to under-oil it. As a matter of fact, no real damage can be done to a motor by over-oiling. If an air-cooled motorcycle engine is given too much oil the spark plug is rapidly sooted up and a deposit of carbon accumulates on the inside of the cylinder walls and on the valves. If the machine has an automatic valve, the accumulation of carbon and gummed oil has a tendency to make the machine start with difficulty, owing to the fact that the automatic inlet valve does not work freely. This can be remedied, however, by removing the cylinder and scraping the carbon deposit out with a chisel from the valves and cleaning the spark plugs. With a new machine it is always advisable to over-oil it for the first thousand miles and then remove the cylinder and scrape out the carbon as described. In this way the machine is broken in properly, and a beautiful surface put on the piston rings and cylinder.

The Blue Book covers Long Island. Motor, 2 Duane street, New York City, printed an excellent road map of this section as a supplement, about one year ago. Certainly the largest, and one of the best maps we have seen is one which was gotten out some little time ago by the New York & New Jersey Telephone Co. This is a survey map and was sent gratis to all motorists who applied for one at the time it was prepared. Stamps to cover mailing and postage should be enclosed.

Method of Scoring Runs

EDITOR MOTORCYCLE ILLUSTRATED:

I am to day in receipt of my first copy of your publication and am much pleased with it. I am taking the liberty of asking you for some information. While we have no organization in this section, there are some thirty or forty motorcycles here and a number of us are contemplating a run to Roosevelt in the near future, a distance of 70 odd miles, more than half of it over one of the finest mountain roads in the world. What I especially desire to know is the method of scoring generally used on runs of this kind. Any information you may be able to furnish me will be appreciated.

F. W. GRIFFEN.

Tempe, Ariz.

The method of scoring recommended would be that used on the A. A. M. endurance runs. In these runs there are secret controls at stated and known points and each rider is required to register at these controls within five minutes of a certain time, this time being based on obtaining an average speed of fifteen miles per hour. Contestants are penalized 2 points for every minute they are ahead of time and one point for every minute they are behind the given time, allowing five minutes for variation of watches. As a rule each rider is credited with 1000 points at the beginning of the run.

Good All-Round Runabout

EDITOR MOTORCYCLE ILLUSTRATED:

[illegible] good satisfaction does the double cylinder machine do for an all purpose runabout, and also in an occasional [illegible] of 100 miles or over? What is your candid opinion [illegible] M-M flat leaf spring in their spring fork? Is it liable to breakage and consequently a serious accident?

HARRY H. HANNAH.

[illegible] cylinder motorcycle is more in the nature of a [illegible] than a runabout. If a machine is desired [illegible] runabout, a lightweight, that is, one weighing [illegible] would be satisfactory. A single cylinder is [illegible] desired. With regard to the M-M flat leaf spring fork: this type seems to give very good satisfaction and is used on several foreign motorcycles. As far as serious accidents are concerned by the breakage of the leaves would say that this is almost impossible. Even assuming all the leaves did break, serious accidents would probably not occur owing to the fact that the fork is supported by the links attaching it to the front axle of the machine. We have never heard of an accident with a spring fork of this construction. As a matter of fact, spring forks are far safer than those of the rigid variety.

A Rough Country Machine

Editor MOTORCYCLE ILLUSTRATED:

There are no motorcycles here owing to the rough character of the country, and everybody I talk motorcycle to seems to be prejudiced against them. I am going to buy one, though, as soon as I find the right machine. We need here not less than 3½ horsepower, with a slow-speed motor, and something that does not have to be started with the pedals on account of the hills and sandy roads. If there is a machine of this description made, I would like to be put in communication.

Very truly yours,

J. C. SANDS.

25 Broadway, Saranac Lake, N. Y.

A two-speed, free-engine machine will come nearest to your specifications. The Minneapolis Motorcycle Co., 517 S. Seventh St., Minneapolis, Minn., make both single and twin cylinder motorcycles with this gear. The N. S. U. Motor Co., 206 W. 76th St., New York City, fit their N. S. U. motors with a two-speed gear when so desired. The Bushnell & Cannon Co., 1268 E. 80th Place, Cleveland, Ohio, make a two-speed and free-engine transmission that can be fitted to any chain-driven machine of the countershaft type.

They Make the "Puch"

Editor MOTORCYCLE ILLUSTRATED:—In your issue of August 1st I noticed a communication entitled "Where is the 'Push?'" and believe I can throw a little light on the subject.

Your correspondent evidently refers to the "Puch" made in Austria, and often mispronounced "push." Mr. James A. G. Pennington, of Princeton, N. J., is agent and had a double cylinder machine of this make there last spring. This machine had two speeds and free engine, and was used a good deal in the vicinity of Lawrenceville, where Mr. Able probably saw it. Trusting the above may be of service to him. I remain

Very truly yours,

N. FLOYD, Mastic, L. I.

We have also received communications from the Prospect Motor Co. and the Ovington Motor Co., informing us of the Puch machine, which is made by Johann Puch, of Gatz, Austria.—EDITOR.

Wants Rim Brake

EDITOR MOTORCYCLE ILLUSTRATED:

Can you or any reader of your magazine inform me where a rim brake can be bought and fitted on a bicycle or motorcycle? I know they are extensively used in England, but I would like to know whether I can have one fitted in this vicinity.

E. THOMPSON, New York City.

Mr. Koopman, Times Building, Times Square, New York City, represents the Bowden Syndicate, of London, who make rim brakes.

Side Cars: Delivery Attachments

Aug. 15, 1908.

EDITOR MOTORCYCLE ILLUSTRATED:

Will you please give me the address of some of the leading manufacturers of motorcycle sidecars or delivery attachments?

Yours truly,

C. B. STUTSMAN, Monte Vista, Colo.

Ovington Motor Co., 2234 Broadway, N. Y. City; Harley-Davidson Motor Co., Milwaukee, Wis.; Consolidated Mfg. Co., Toledo, Ohio.

TRADE

The 1909 Mesinger Line

WHAT is certainly one of the best equipped plants in this country devoted to the exclusive production of saddles, and of which the motor saddle is one of the biggest products, is that of the H. & F. Mesinger Mfg. Co., at 1801 First Avenue, New York City. Since this concern suffered its severe loss by fire some months ago it has gone ahead, steadily refitting and renewing its factory facilities, installing new machinery, making new dies and tools, and at the same time filling all its standing orders, and now, at the beginning of the 1909 selling season, the Mesinger Co. has announced its new models for the coming year with an assurance of their success and acceptance by riders and manufacturers.

THE "CAVALRY"

It is the factory behind the product that contributes so much toward the feeling of confidence and pleasure the rider finds when he uses the goods of any one concern, and the Mesinger guarantee of one year against poor workmanship or defective material is backed up by a factory equipped with the most up-to-date machinery, and fifteen years' experience in the field by the makers. For the coming year all arrangements have been made to just double the output of the factory, machines have been installed, stock laid in and contracted for, and a staff of experts for the several departments has been engaged.

Above all, the Mesinger Cavalry and Standard motor saddles for 1909 will furnish the most complete line to choose from ever before marketed in this country. No less than nine different sizes in the two models are offered. Both Cavalry and Standard saddles still retain their general appearance, the tops are made up just as they have been in previous years, and the finish will be the same. The changes that have been made are in the springs and suspension. A shock-absorbing device is fitted, of which great things are promised. In practice, the light upper springs take the slight vibrations and the lower springs are only brought into action by the heavy jolts at crossings, etc. The shock-absorber is connected between the two sets of springs and not only prevents the sudden depression and rebound, but also does away with the side sway entirely. These shock absorbers hinge on a wood-fibre friction composition and their action is very similar to the absorbers fitted between the wheels and body of an automobile.

It is the number of different sizes that are offered that will please the riders as much as any one other feature. In the Cavalry style there will be the Nos. 1 and 2, the same in size as before, with 3, 4 and 5 of larger dimensions. The No. 3 promises to become very popular. Its size, 15 inches long by 11 inches wide, makes it a very comfortable saddle for the average rider. No. 5 Cavalry is to be a boon to the big man. This saddle is 13½ inches long and 16 inches wide, as large as a chair seat. While it is on the Cavalry model, the "horn" in front has been taken off. In the Standard saddles an extra large size will also be made, No. 4, 14½ inches long by 13 inches wide. For those riders who prefer this style saddle, the No. 4 will be the largest and most comfortable in the Mesinger line.

THE "STANDARD"

Pittsfield Company's Specialties

THE Pittsfield Spark Coil Co., understanding all the weaknesses and aware of the severe treatment which the motorcycle coil must successfully withstand, have concentrated the experience and skill of their large factory to construct a coil for this use which will prove invulnerable, and the enviable record their motorcycle coil is making demonstrates the success of their attempt.

This enterprising company has also recently brought out a new switch which is certainly a winner. Symmetrically shaped hard rubber base, and beautifully polished enamel and brass face, make it in appearance fit for any conditions, however fine. A specially designed plug, when removed, causes a positive opening of the battery circuit that must remain open no matter where the switch lever may be left or put, makes short circuited batteries impossible. Another important point is that the plug that belongs to the switch is the only thing which will complete the circuit.

The new Pittsfield "Jewel" Double spark plug is attracting much attention among motorcyclists and promises to be an important development in spark plugs this season. The gaps are so disposed, being in the same plane at right angles to the axis of the plug, that both sparks fire straight out into the mixture, causing the complete explosion of the whole charge and adding greatly to economy in the use of gasoline and increasing the engine power and speed. The insulation of this new plug is exactly like that of the Pittsfield "Jewel" plug that has proven so highly successful.

"EXCELSIOR"

WHILE one of the latest arrivals in the motorcycle field, the Excelsior auto-cycle has already placed itself among the leaders, particularly from the standpoint of steady daily service. It is a medium weight machine, built with a view to absolute dependability. Speed alone has been considered of minor importance. It should by no means be understood that the machine can be rightfully classed as slow, in fact, in the race meet at Denver on July 25th two standard models of the Excelsior not only won every event for stock machines, but, competing by special permission in races arranged for strictly speed machines, they defeated a number of the leading racing models in both single and double cylinder classes.

In designing this machine, the matter of comfort and convenience was carefully considered. The saddle position is such that the rider sits sufficiently low, so that on stopping,

both feet may rest on the ground and the rider retains a comfortable position in the saddle. In addition to this, by means of a belt-tightening device, the motor may be allowed to run free, and on re-starting it is only necessary to advance the tension lever and the machine will move forward smoothly and quietly under its own power.

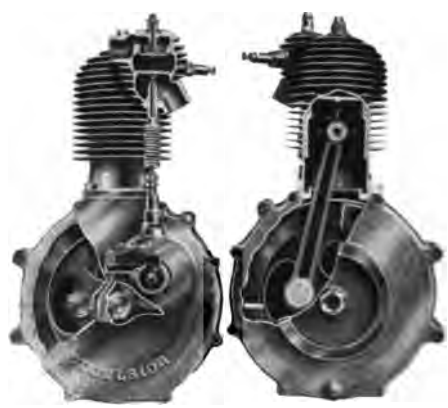
The frame is designed on straight-line plans and with careful consideration for all the strain to which it may be subjected. Realizing the importance of the front fork construction, particular attention has been given to this item, and the construction is such that even should the fork be severely bent, or even broken, the auxiliary forks would prevent serious accident. The spring arrangement is such as to insure comfortable riding regardless of road conditions.

The handle-bar attachment is equally safe. Instead of depending upon a clamp to a single stem, the central portion embraces tops of both of the fork-sides, and is securely locked in place. Another personal convenience to the rider is the motor control. Both spark and throttle are regulated by the grip, and the mechanism for the purpose is of the best possible material and workmanship, every lever, no matter how small, being a drop forging. There are no brass castings used at any point.

The motor is of the medium-speed type, 3⅛-inch bore and 3½-inch stroke, set vertically in the frame and rigidly supported therein. The crank case is secured to the frame by three bolts, and the top of the cylinder head is secured to cross members of the frame by means of a union. One of the leading features of the motor is the lubricating system, a most important element in any motor and particularly in a high-speed, air-cooled engine.

After careful examination the designers of the Excelsior discarded the splash system of lubrication and took up a positive oiling system that has been found absolutely dependable under all circumstances. This system comprises a positive sight-feed oiler that delivers a constant supply to the right main-shaft bearing. From there the oil is carried through the hollow crank-shaft to the crank-pin bearing and from there it is thrown by centrifugal force to the lower part of the cylinder. Here a circular pocket gathers it and delivers a part to the cylinder walls and wrist pin, the rest being carried through a tubular duct to the left main-bearing. It is carried through this bearing by means of a groove in the main shaft.. The surplus oil passes through a duct extending downward into the lower portion of the crank case, where it is picked up by the crank and again put into circulation. As the piston at the completion of its downward stroke enters the oil pocket above mentioned, it becomes immersed in the oil therein, and on the upward stroke spreads this oil equally over the cylinder walls. This is not only in theory, but it has been positively proven in practice one of the most thorough and efficient oiling systems ever used in connection with a gas engine.

The power transmitting mechanism comprises an endless flat belt, especially made and prepared for the Excelsior, a flanged steel pulley on the motor, a crown faced belt shield on the rear wheel and a tension idler and controlling lever. The arrangement of the tension device is such that when the belt is put into action, it is not done by applying a side strain on one side of the belt, thus causing an enormous degree of friction in the motor from the rear wheel bearing, but by means of a lever partially embracing the driving pulley and a double ball-bearing idler on the end. The belt is thus compelled to more thoroughly embrace the driving pulley and is thrown into contact with a greater portion of its surface.



Another great advantage of this system is that when the lever is allowed to fall back to extreme position of release, the driving pulley runs free inside the belt, allowing the machine to be left standing with the motor running without material friction or the danger of burning the belt. In this manner is provided a free motor with its many accompanying features of convenience.

In keeping with the high quality of this machine throughout, gasoline and oil tanks are made of copper, brazed, and soldered together. The batteries, spark coil and tools are carried in a water- and practically dust-proof case in the rear portion of the frame between the seat mast tube and the rear tube; this not only affords thorough protection to these parts, but gives the machine a smooth, neat and finished appearance.

AN extra heavy tread motorcycle tire is Morgan & Wright's latest offering. The extra amount of rubber in the tread and the corresponding increase in the length of service will be especially appreciated by tourists and owners of tandem, package or side-car attachment machines. It is to be appropriately named the "Tourist," and will sell for a little more than the regular styles. The new Basket Weave Tread is taking well with dealers and manufacturers, as it allows them to equip their machines with a good non-skid tread without adding several dollars to the cost of the machine. These are now made in both single and double clinch.

EXCELSIOR AUTO-CYCLE

Always on the Job

In every public test that proves the quality of the regular stock machines, the kind you buy, watch the

EXCELSIOR AUTO-CYCLE

Catalogue M. C. 22 tells all about it.

Write for it today.

EXCELSIOR SUPPLY COMPANY, Established 1876

233-237 Randolph Street, CHICAGO, ILL.

EXCELSIOR LUGGAGE CARRIER

AND MOTORCYCLE STAND

THE ONE THAT STANDS UP

Built of bar steel throughout and heavily nickel plated. Will not break or bend under any load that the machine will carry and is absolutely free from side play and vibration. The stand is rigid and will not allow the machine to tip over when the motor is running, no matter how great the vibration.

Price complete ready to attach to any motorcycle, $10.00

Tandem attachment, $15.00

EXCELSIOR SUPPLY COMPANY

ESTABLISHED 1876

233-237 RANDOLPH STREET, CHICAGO, ILL.

The Troxel

RIDERS who have seen and tried the new saddle which has been quietly gotten ready for the market by the Troxel Manufacturing Co., of Elyria, Ohio, agree that it is one of the most comfortable and substantial in design and workmanship ever manufactured. This saddle is of exceptionally good pattern, and is the outcome of a study of the whole situation in England, which occupied an entire month of Mr. Troxel's time.

He crossed the ocean expressly for the purpose of investigating all of the different types of saddles made abroad and the methods of manufacture pursued by the foreign makers.

The result of his examinations has been the combination of all of the best features of these saddles in one model *de luxe* at a price made possible by modern and up-to-date manufacturing machinery. The Troxel saddles will sell at a price not exceeding other domestic products.

While in England Mr. Troxel contracted for a supply of the finest leather obtainable, large shipments of which are now on the way. This leather will be used for the top, while a liner will be placed underneath to support it, the combination of the two giving a saddle covering that will stand the extreme of hard usage and still hold its correct shape. The Troxel company is in a position to take prompt care of any amount of business on these new goods.

Ovico Spring-Fork Attachment

IN the last issue of MOTORCYCLE ILLUSTRATED a cut was shown and description given of the Ovico spring-fork attachment in which the illustration was reversed, bottom side up. As several readers have asked us to explain the action of the fork, as they did not understand it from the cut, we are reprinting it herewith.

As shown, this attachment is a compact device suitable to attach to the ordinary form of motorcycle fork. If the machine happens to have a spring fork, this attachment gives even greater resiliency and comfort on rough roads, while if it has no spring fork, the attachment of the Ovico device will render the machine as comfortable as could be desired. The price of the complete device, consisting of two pieces, is $8.50.

THE exclusive representation of the Vindec Special in the Eastern States has been secured from the South British Trading Company, Ltd., by C. A. Crownshield and R. Burlinson, of 109 East 114th street, New York City, who will operate under the trade name of Crownshield and Burlinson. Just who was to have the agency for this popular machine in this country has been in doubt for some time, various rumors crediting it to as many different parties. Now that their standing has been made secure in the matter, Crownshield & Burlinson will push the machine here and are preparing an active advertising and business campaign for the coming year.

A Potent Salesman — Covers the whole United States twice a month without Travelling Expenses

NEW YORK, Sept. 11, 1908.

MOTORCYCLE PUBLISHING CO.,
299 Broadway,
City.

Gentlemen—We have used your paper as an advertising medium and we find that it has paid us very well. We are now starting our fall campaign, and our first move is to resume advertising in MOTORCYCLE ILLUSTRATED. We enclose you copy for one-quarter page for your September 15th issue.

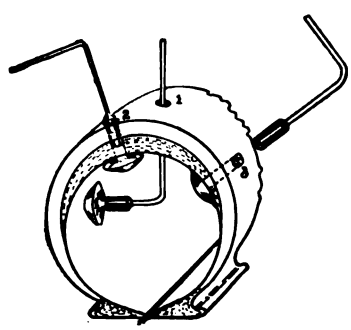
Very truly yours,
CROWNSHIELD & BURLINGSON.
Per CROWNSHIELD.

Mister Maker and Seller— Don't You Want Some Of This?

Neal Tire Repair Kit

THE Neal Tire Repair Kit has been gotten out for plugging holes and cuts in the shoes of motorcycle and automobile tires. The illustration shows more clearly than a description can tell, the method of handling the rubber plugs. The plug is inserted in the tool and brought through the hole as shown.

It has been understood for years, that the soft or pure rubber plug is the best for plugging tires, but owing to its flexibility it has been impossible to seat them properly. With this tool the difficulty has been overcome and the neatness and dispatch with which a tire can be plugged is almost unbelievable. The tenacity with which the plug adheres to the tire is marvelous. The kits are furnished with full and complete directions containing some valuable tips in the art of handling rubber plugs. The F. M. Neal Co., of Bridgeport, Conn., are agents for the M. M. motorcycles, and the experience it has had in the handling of machines and tires has enabled it to get out a repair kit that is practical and will answer the requirements of riders. Plugging a hole at once will prevent water and grit from entering the fabric and working in. This is what causes blisters and blowouts, and necessitates having a shoe vulcanized. The price of the kit is only 40 cents, and extra plugs cost 20 cents a dozen for the small sizes and 24 cents for the large ones.



Motorcycle Mart IT SELLS THE STUFF TWO CENTS A WORD

Mesinger Motor Saddles for 1909

"AMERICA'S ORIGINAL SADDLE"

MESINGER MOTOR SADDLES have made many friends during the 1908 season, and a large number of very complimentary letters from manufacturers and riders regarding their *comfort* and *durability* were received.

In our 1909 Motor Saddles, however, we have made a complete change to a new *Shock Absorbing Spring System*, which has proven its superiority in all kinds of trials.

The principal features of all our Motorcycle Saddles are: correct form of top, sufficient spring support to take obstructions without jolting or straining the machine or rider, an absence of side swaying and their noiselessness and durability.

All parts are guaranteed for the season.

MESINGER CAVALRY MOTORCYCLE SADDLES, 1909

Fitted with Shock Absorbers

Patent applied for

Made in five sizes:

No. 1—12 inches long by 9½ inches wide.
No. 2—14 inches long by 10½ inches wide.
No. 3—15 inches long by 11 inches wide.
No. 4—15 inches long by 13½ inches wide.
No. 5—13½ inches long by 16 inches wide.

(Description of Rear Springs)

In practice the compression springs contract and expand freely under slight vibration and on more pronounced vibrations the extension, or lower spring, will take up the motion. To prevent jolting or side swaying a shock absorber is connected under compression spring to the side stays holding a wood-fibre friction composition which can be tightened or loosened with side bolt and lock nut *as desired* to the *weight* of the *rider*.

MESINGER "STANDARD" MOTORCYCLE SADDLES, 1909

Fitted with Shock Absorbers

Patent applied for

(Description of Front Spring and Clamp)

In front we have the well-known Torsion Spring fitted with side bolt which acts freely and prevents breaking.

A new Strong Clamp, forged from spring steel, secures the saddle well to the seat post with two side bolts.

Lowest position can be obtained on all our Motor Saddles.

Made in four sizes:

No. 1—11 in. long by 8 in. wide. Small motor and comfortable bicycle saddle.
No. 2—14 in. long by 9½ in. wide. Regular.
No. 3—14 in. long by 11 in. wide. Large.
No. 4—14½ in. long by 13 in. wide. Extra large.

Ride a comfortable saddle, it makes the pleasure of motorcycling. Mesinger saddles cost no more than the other kinds. Get the BEST. We say, "Ask the Rider," he is the man who knows.

H. & F. MESINGER MFG. CO., 1801-1803 First Ave., New York

WITHIN THE FOLD

PORTCHESTER, N. Y.—Harry Dupont may again be seen riding about town on his Minerva, which he has had fixed up since his collision with an automobile two months ago. He had the machine out a few weeks when the accident occurred, and it took a new frame, forks, handlebars and complete front end to repair it. Harry is going to make up for lost time now.

Clarence E. Wilson, the second man in town to ride a twin Indian, journeyed to Albany last week, a distance of 147 miles, in about nine hours, over some very bad roads. Wilson's machine has now traveled over three thousand miles since April 1st, without an adjustment or regrinding of valves; of course tightening of chains and tire trouble are not taken into consideration. As to tires, Wilson has had but one puncture, a small nail hole, during all the riding he has done. This rider used a Tale-California for two years without a single tire trouble of any sort. Quite a good record.

Walter Hagin, who purchased an Indian second-hand during the summer, has sold his machine and will refrain from getting another until he sees what the New York shows will bring forth this winter.

Walter Burns, a motorcyclist of the "old school," who has owned and ridden more motorcycles of American and foreign make than anyone else in town, was seen out a few days ago on a modern machine. Walker's last machine was a Griffon, the latest in his vicinity.

KANKAKEE, Ill.—Lieutenant-Colonel Charles P. Greene of the First Regiment, Illinois National Guard, who is making a tour of the state on a Thor tandem motorcycle, accompanied by his wife, visited Captain E. A. Smith, Captain James Burns and other friends in Kankakee recently on his way back to his home in Aurora. During the Spanish-American war Colonel Greene was stationed at Fort Aurora, and served with the regiment during the Porto Rican campaign.

Leaving Aurora Sept. 5th, he left Aurora on the motor, making the trip by way of Joliet and Manhattan, spending the night at Momence and coming to Kankakee the following morning, spending an hour or two with friends [illegible]

A tour from Kansas City to San Francisco on motorcycles is a tour which will be undertaken by two students of this city. John [illegible] on an N. S. U., and F. P. [illegible] are the young men who expect to start on the expedition early in [illegible] and follow the route generally taken by [illegible] the city.

Miss Effie Woodsome and Robert [illegible] are touring through New Hampshire on their motorcycles, some that they reached Concord [illegible] and sent for two new inner tires, the [illegible] worn and punctured tires had been [illegible]

[illegible] arrived in this city August [illegible] N. Big-Four motorcycle. [illegible] four weeks. He will spend [illegible] this city.

[illegible], the North Third [illegible] new Thor motorcycles of [illegible] John Calhoun and George [illegible]

[illegible] of Schmidt and John Mc[illegible] this town have recently purchased Har[illegible] and both are enthusiastic [illegible]

[illegible] has two motorcycles, one [illegible] for Dr. Cary Sanford. Dr. [illegible] using his out-of-town calls.

MOTORCYCLE MART

BUY: SELL: EXCHANGE

TWO CENTS A WORD CASH WITH COPY

FOR SALE—A repair in first-class condition, 1908 Indian; $80, without tires $60. Tandem attachment $10. Address L. O. Sweet, Utica, N. Y.

FOR SALE—Merkel motorcycle in good condition; sell for $40 cash. Also Sager spring fork.

FOR SALE—Twin motorcycle engine, Schubler carburetter; N. S. U. two-speed gear, fitted for center engine.

WANTED—Second-hand motorcycle cheap for cash; give price and particulars; no dealers. E. L. Conard, Somerville, N. J.

FOR SALE—N. S. U.; 75 lbs., 1¾-h.p., efficient spring fork, magneto; cost $222 new; sell for $120; used 1,000 miles. Address Lightweight, care MOTORCYCLE ILLUSTRATED.

FOR SALE—Wagner V belt, never used, $2.50; $6 20th Century motorcycle lamp, separate generator, little used; lens cracked, $2.50; pocket ammeter (Pope), $2, prepaid; Triumph motorcycle (Excelsior Co.), 2¼ Thor motor, run 600 miles; fine machine; cost $185; owner cannot use; will take half price. Reference First National Bank. N. E. Ramsey, Lincolnton, N. C.

FOR SALE—M-M, 3½ h.p.; perfect running order; $70. Address, Norman Morgan, Ashley, Ill.

MOTORCYCLE EXPERT and designer, who has new and original ideas, desires to communicate with parties of means with a view to manufacturing strictly high-class motorcycles for the market. Address "Practical," care MOTORCYCLE ILLUSTRATED.

WANTED—At once good motorcycle, no junk; prefer Excelsior, R-S, M-M, or Indian. Address with full description and lowest cash price, Lock Box "D," Flemingsburg, Ky.

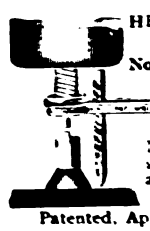
Pfanstiehl Motor Cycle Coils

Are Guaranteed for 5 Years

Write for particulars

PFANSTIEHL ELECTRICAL LABORATORY, North Chicago, Ill.

TRIUMPH VALVE REMOVER



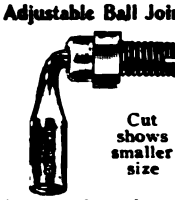
Patented, April 14, 1908

Enables you to remove valve key or valve spring with no side strain or bending of valve stem. Price, $1.00 each. Discounts to manufacturers and jobbers. For sale by supply dealers throughout the United States. If your dealer cannot supply you send us P. O. Order for $1.00 and the remover will be sent you postpaid.

Mechanical and Electrical Mfg. Co.

46 N. Desplaines Street, Chicago

Adjustable Ball Joints



Cut shows smaller size

for throttle and spark levers, connecting carburetor and timer with levers on wheel steer, eliminating all lost motion and giving a more perfect control to these levers at all times. Easily and perfectly adjustable. Adjustable stock size, steel or brass. Non-adjustable stock size, steel, 20c. each.

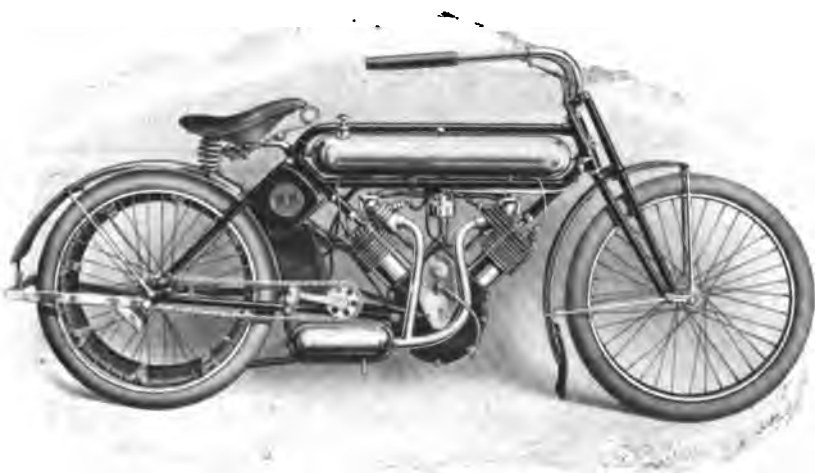
GUY M. GREENE

At the Waltham Road race, the N. A. M. Meet, Guy M. Greene, mounted on an M. M. Twin, rode from scratch, captured first time prize and second position prize. The distance was twenty-five miles, and there were five bad turns. The surface was not in good condition, yet Greene averaged nearly fifty miles an hour, his time for the twenty-five miles being thirty minutes and thirty-six seconds.

Note that this is faster than the average time of the finishers in the Ames Trophy Automobile race at Lowell, held on the same day, although they had a much superior course.

The M. M. Twin has the speed and the smooth running qualities that make it a winner; the 90-degree angle gives a perfect balance.

AMERICAN MOTOR COMPANY, Brockton, Mass.



THE M. M. TWIN

GOODRICH
MOTORCYCLE TIRES

Built Like an Automobile Tire
Ride Like a Bicycle Tire

STRONG — FAST — EASY

THE B. F. GOODRICH CO., Akron, Ohio

Branches: Chicago, Philadelphia, Boston, St. Louis, Denver, Detroit, Cleveland, Paris, London.

FACTORIES, AKRON, OHIO

Our products are also handled in New York and Buffalo by the B. F. Goodrich Company of New York, and in San Francisco, Los Angeles, and Seattle.

THE MOTORCYCLE MART SELLS THE STUFF TWO CENTS A WORD

To the Agent:
Every live agent should subscribe for MOTORCYCLE ILLUSTRATED. It is helping build up the sport. One Dollar a year. Get busy and send in your dollar *to-day.*

C. O. T. Gum Gum. Ask your dealer how nicely it repairs digouts in your auto shoe. For sale by jobbers. CHAS. O. TINGLEY & CO., Rahway, N. J.

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MOTORCYCLE SUPPLY CO.
HAMMONDSPORT, N.Y.

THE MOTOR CYCLE 1d
The British Motor Cycle NEWSPAPER
American subscription rate, $2.50 per annum
"The Motor Cycle," 20 Tudor St., London, E.C.

MUELLER
Tandem Attachment
Made also with drop frame
Price $65.00
Write for particulars to
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6417 Woodland Av., Cleveland, Ohio

Kindly always mention the paper when writing advertisers.

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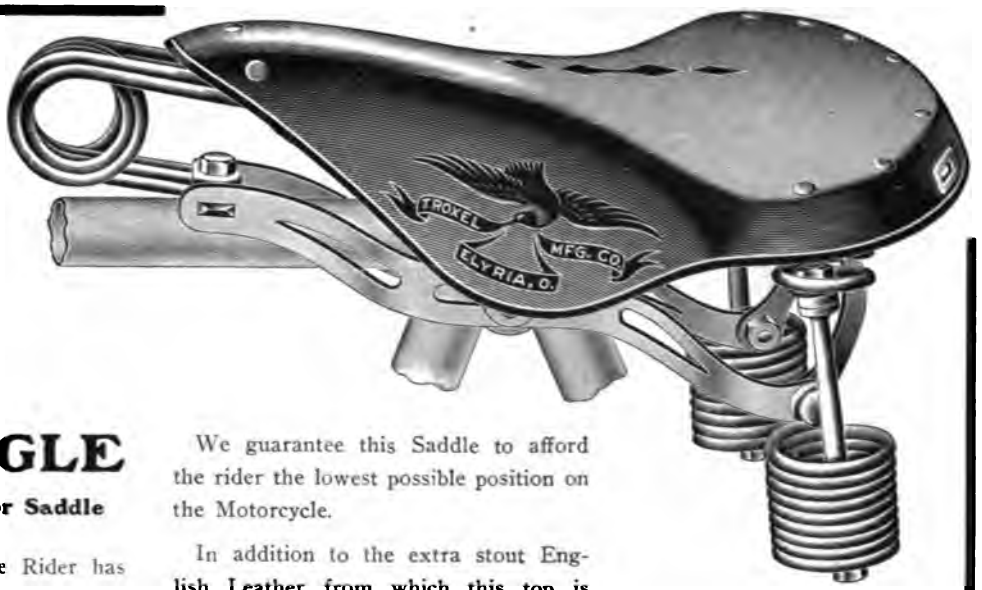

Troxel EAGLE

Cushion Spring Motor Saddle

Just what the Motorcycle Rider has wanted.

Why purchase an English Saddle when you can buy a better one with the finest imported English leather, at domestic prices.

Designed entirely for the comfort of the rider, regardless of cost.

We guarantee this Saddle to afford the rider the lowest possible position on the Motorcycle.

In addition to the extra stout English Leather from which this top is made, it is supported with a heavy grain liner, making it the firmest Motor Saddle top ever offered.

THE TROXEL MANUFACTURING CO.
Elyria, Ohio, U. S. A.

No Stretch

SPEED TIRES

Do you enjoy speeding?

Most Motorcyclists do.

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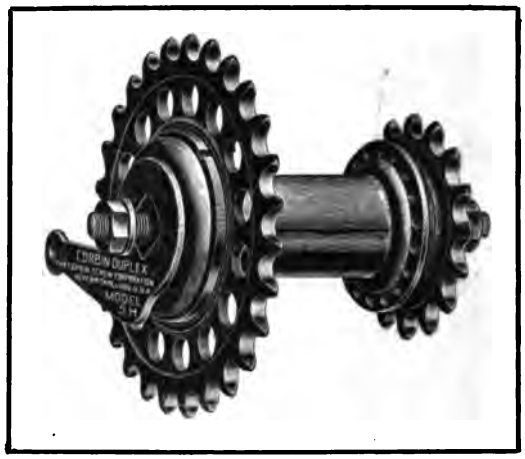

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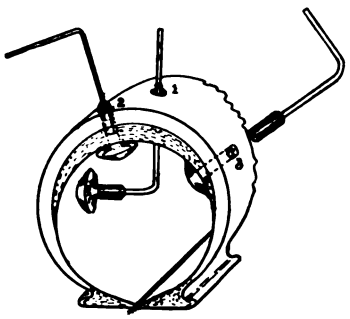

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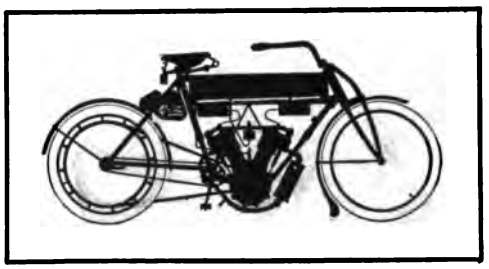

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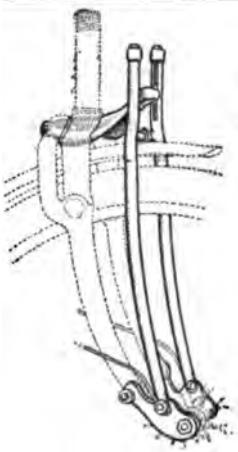

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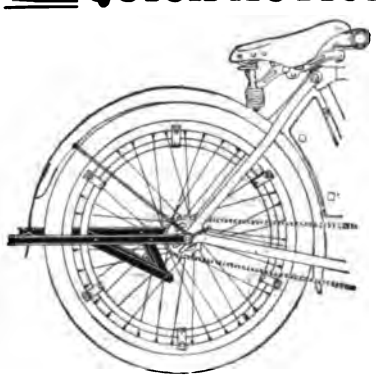

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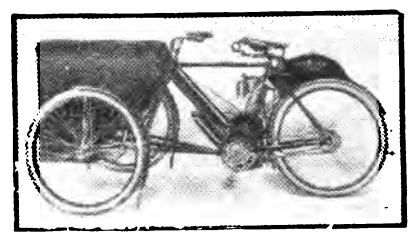

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Vol. III October 1, 1908 No. 13

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MOTORCYCLE ILLUSTRATED

Vol. III. No. 13 Oct. 1, 1908

PUBLISHED BY THE MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK CITY

1909 SHOWS

Show Committee of Manufacturers Select Madison Square Garden

THE committee representing the newly organized Motorcycle Manufacturers' Association met in New York on Tuesday, September 29th, and thoroughly investigated the show question, after which they endorsed the Madison Square Garden Show for the East. As regards the West, the manager of the Chicago Show, Samuel A. Miles, was not on hand and the committee will see him on Tuesday, October 6th, after which they will post their members on the Chicago Show conditions.

There are two shows scheduled for New York, one to be held at the Madison Square Garden, from January 16th to 23d. This is under the auspices of the Association of Licensed Automobile Manufacturers. The other show is to be held at the Grand Central Palace from December 31st to January 7th, under the auspices of the American Motor Car Manufacturers' Association. The committee found that the only available space at the Grand Central Palace show comprised 2,000 square feet, whereas, judging from all the facts known, the motorcycle exhibit will occupy fifty spaces, necessitating a floor area of 5,000 square feet. This is the absolute minimum, and, judging from conditions, the motorcycle exhibit will occupy about 7,000 square feet, the makers of motorcycles alone taking up 5,000 square feet.

In addition, it was found that at Madison Square Garden, all the ground floor space was taken by manufacturers of automobiles and accessories; in fact, the demand for space in the Garden was one-third more than the supply. It is true, of course, that there was space in the upper gallery, but the Show Committee at once turned down that proposition. This left the only available show space in the basement. Last year the motorcycle exhibit occupied 32 spaces; but the show management has arranged to extend the exhibit around the entire horseshoe in the basement. The motorcycle exhibit will be a separate proposition, placed entirely in the basement, and all the stands will be together, that is, one adjoining the other. The show management of the Garden has promised to make this feature of the exhibit as attractive as possible and to widely advertise it. Therefore, taking all the conditions into consideration, the Show Committee endorsed the Garden show and at once telegraphed their members.

At the Garden show ten or twelve firms have already applied for space, and of the fifty spaces available, twenty-seven have already been taken. Application for spaces closes October 1st, but, upon representations by the committee, Manager M. L. Downs extended the date to October 5th. Keeping in mind that twenty-seven spaces have already been taken, any firm who wishes representation in the Garden should at once telegraph or write their application for one or more spaces. All the information as to sizes of space, etc., will be furnished by M. L. Downs, 7 E. 42d St., New York City.

It may be added that no allotments of space have yet been made, but that those firms who exhibited last year will have the preference. In conversation with some of the firms who exhibited last year in the motorcycle division, MOTORCYCLE ILLUSTRATED learned that they had splendid results, one firm admitting that they booked over $80,000 worth of business. This may seem an extravagant figure, but it must be remembered that the exhibition of automobiles and the extensive line of accessories connected therewith attract automobile and motorcycle dealers from all parts of America.

As regards the Chicago show, S. A. Miles, Manager, also 7 E. 42d St., New York City, the following facts were learned: Several motorcycle manufacturers have already taken space, and the Show Committee had been previously informed by members of their association that they very much favored a western show because of the rapidly growing interest in motorcycles in the middle and far west. The closing date of this show is October 5th, but it is certain that this date will be extended until after the motorcycle Show Committee have seen Manager Miles. This show will be held at the Chicago Coliseum and Armory on February 6th to 15th, and no doubt the motorcycle section will be a strong one. The Show Committee representing the association were W. F. Remppis, Reading-Standard Co. (chairman), S. E. Fretz, president of the Light Mfg. & Fdry. Co.; Earle L. Ovington, Ovington Motor Co.; Joseph Goodman, *Bicycling World*, and F. P. Prial, of MOTORCYCLE ILLUSTRATED.

F. A. M. AND N. A. M.

Statement by President Ovington

EDITOR MOTORCYCLE ILLUSTRATED: For the good of the cause, I have up to this time purposely avoided making any public statement with regard to the F. A. M. vs. N. A. M. controversy. Ever since my election as President of the Federation of American Motorcyclists I have been working with one object in view, to have only one organization; but, needless to say, many obstacles have arisen in my path. Loyal F. A. M. members and other interested parties need have no fear that I am groveling before the N. A. M. I have realized for some time, however, and realize now more than ever, that for the good of motorcycling there should be but one national organization in America, and that no other organization, however small, should claim in any way to exercise a controlling interest on motorcycling in this country. In comparing the F. A. M. with the N. A. M., however, I have not lost sight of the fact that the F. A. M. is by far the larger and stronger of the two organizations. In fact, there is no comparison whatever between the F. A. M., with its membership of over 1,500, and the N. A. M., with a membership of a couple of hundred.

It is needless to say that, with such a great difference between the numbers on the membership list of the two organizations it is not fear which actuates me to bring the members of the N. A. M. into our Federation. I am fully aware of the fact that, if it comes to a fight to the finish, there is no organization in the United States which can in any way make the position of the F. A. M. less secure. Any motorcycle race meet in America today not sanctioned by the F. A. M. would prove practically a fizzle as far as record time is concerned, for the best riders are either F. A. M. members or are registered with the F. A. M., and are careful not to enter a meet unless it has the F. A. M. sanction. At the same time it seems to me that we are in the position of the victorious gladiator, who has his enemy in his power and looks to the general verdict as to whether it shall be thumbs up or thumbs down.

My efforts to bring the members of the N. A. M. into the F. A. M. culminated in my visit to the annual meet of the N. A. M. at Waltham in early September. There I met the officers of the National Association of Motorcyclists and several of their prominent members. I was present at their annual business meeting, where an affiliation with the F. A. M. was discussed, and I must say that I came to a very fair understanding of the matter; and if the subsequent resolutions had been constructed along the lines discussed at the business meeting at which I was present there would be no N. A. M. today. I do not care to state at this time the plans by which we proposed to bring this state of affairs about, but I merely make the statement that in all of my negotiations I was very careful indeed not to make any move not strictly in accordance with the constitution of the F. A. M. If the arrangement which had been practically decided upon at the meeting at which I was present had been followed out, it would not have been necessary for me to call a special meeting of the Executive Committee of the F. A. M., since I proposed doing nothing in violation of our constitution.

Unfortunately, as it turned out, there was not sufficient time to bring the matter to a head and draw up the resolutions the first day of the business meeting, and on the second day it rained so hard that I did not believe there would be any representatives at the postponed meeting, which was held in a suburb of Boston. The result was that I was not present at this meeting when the written resolutions were adopted. I knew nothing whatever about these resolutions and saw them for the first time in print in a motorcycle publication. As these resolutions, as they then were drawn up, do me an injustice, I must say something in self-defense.

In the first place, let me state that to my best knowledge and belief, these resolutions are the product of one man, namely, the President of the N. A. M. Although a man of executive ability, he has never really ridden a motorcycle in his life, and, furthermore, is not connected with the motorcycling trade. It can hardly be expected, therefore, that his knowledge or interest in motorcycling could be very great. As far as his "resolutions" are concerned, the first time I read them they seemed laughable in the extreme. To read over these resolutions you would think that I had crawled on my hands and knees before the N. A. M. and had begged with tears in my eyes that they become consolidated with "the insignificant little organization" of which I have the honor to be President. The President of the N. A. M. loses sight of the fact that his organization was the first to mention the matter of an affiliation, and that an affiliation was desired not only by a large majority of his officers, but by the members of the N. A. M. themselves. On the other hand, the majority of the officers of the F. A. M. are against having any negotiations with the N. A. M.

Let us consider for a moment the very first sentence of the resolutions. This sentence is as follows: "Whereas, the high standard of an ideal, equitable and honestly representative organization for the control of the sport of motorcycling, so consistently contended for by the members of the National Association of Motorcyclists," etc. To me this statement seems laughable when I recall that, in glancing over the printed program of the races held at the annual meet of the N. A. M., I came across the name of C. A. Libbey entered in practically all of the events. It is a well known fact that Libbey is an out-and-out professional, and has lived from the proceeds which he has received from pace-making.

Noticing his name, and knowing his record, I called the Referee of the meet over and asked him if he did not acknowledge that Libbey was a professional. He stated that there was not the slightest doubt in the world about the matter. I then asked him why this professional was allowed to compete in amateur races, and my question could not be answered. The result of it was that Libbey was called off and not allowed to race; but if I had not been on the spot and brought the matter up every amateur who raced in the annual meet with Libbey would have been professionalized, and not only under the rules of the F. A. M., but also under the rules of the N. A. M. itself. Such a state of affairs is almost unbelievable, but it is an actual fact. I hold one of these programs wherein Libbeys' name is printed among a large number of so-called amateurs. When I asked the President of the N. A. M. how such a state of affairs could exist I received no reply.

When it comes to the conditions upon which the N. A. M. seeks entrance into the F. A. M. they evidently lose sight of the fact that we have such a thing as a constitution. These conditions state that N. A. M. members are to be given full membership privileges in the F. A. M. until the date of expiration of their N. A. M. cards. Why should a man who has joined an organization which costs only $1 to enter be given free membership into an organization which is acknowledged by the large majority of motorcyclists in America to be the national organization, and which charges twice as much for entrance? Why should we give, free of charge, to an N. A. M. member that which we charge $2 for when his brother motorcyclist wishes to join? Why should we bind ourselves to respect the amateur and professional rules of the N. A. M. when we have never acknowledged that they exist, and when the rules are treated with so little respect as to allow an acknowledged professional to compete with amateurs?

Those who read the N. A. M. resolutions in a recent issue of MOTORCYCLE ILLUSTRATED must have thought that I, as President of the F. A. M., had taken leave of my senses when I agreed, according to the statement in these resolutions, to so forget my position and loyalty to my cause as to drag the F. A. M. emblem in the dust and allow it to be trampled upon by an organization whose influence in America is so small that it is hardly worth serious consideration. As stated before, the only reason why I considered an affiliation for a moment was to do away with discord forever with regard to governing the motorcycling sport in America. And by an affiliation I do not mean meeting the N. A. M. and treating them as an organization of equal power and position. My original idea, and one that I have held to all along, is to treat them as a club and allow them to become affiliated with the F. A. M. in very much the same manner that a local motorcycle club could become affiliated. Along these lines I believe the matter had been practically settled during the first half of the general meeting in Waltham, and no one was more surprised than I was to see the printed resolutions themselves, filled from beginning to end with absurd misstatements and embellished with fireworks.

Many of those motorcyclists who, not understanding the true condition of affairs, had joined the N. A. M., have since come into the F. A. M. fold. As I was standing on the track at the time the N. A. M. meet was held in Waltham, a motorcycle dealer, formerly an N. A. M. member, came up and gave me $2 and signified his desire to join the F. A. M. Personally, I should be glad to see this controversy settled in an amicable way, if possible; but, when it comes to a question of the survival of the fittest, no disinterested authority who is thoroughly posted on the two organizations, will have any doubts as to the outcome.

Very truly yours,

EARLE L. OVINGTON,

President of Federation of American Motorcyclists.

New York, September 28, 1908.

F. A. M. WESTERN DISTRICT ORGANIZATION

PRESIDENT JOHN R. BALL, of the Western District, F. A. M., has taken hold of the affairs of this branch of the Federation with a vim. At a meeting of the district, held in Chicago, at the rooms of the Chicago Motorcycle Club, on Michigan avenue, Saturday, September 12th, at which a representative gathering from all states of the district was assembled, the local organization was effected, in accordance with the provisions of the new F. A. M. constitution and by-laws. Officers were elected, and a district constitution and by-laws were adopted similar to those of the national organization.

President Ball presided at the meeting. Dr. S. W. Fahrney was elected vice-president, and I. H. Whipple treasurer. There was no election of a secretary, I. F. Alofsin holding over in that position temporarily. The constitution and by-laws, submitted by Mr. Alofsin, as chairman of the committee, were read and adopted. In it standing committees are provided for to look after competitions, tours, good roads and legal matters. The district intends to conduct annual speed trials, endurance contests, hill climbs, etc., designated as District Championships, and to be run in conjunction with local clubs. A second meeting is planned for the coming month, at which time committee appointments will probably be announced, a secretary elected and other unfinished business transacted.

The organization of the Western District at this first meeting will enable its president to proceed in the appointment of members to fill the various committees, as well as the selection of the State Commissioners, or representatives on the Executive Committee, one from each of the seventeen states that comprise the District. In reference to these appointments President Ball said: "I want to be extremely cautious in making the appointments for State Commissioners, as well as those for the standing committees, and in that manner be able to get the very best representation we possibly can." The following letter is an example of the "push" which is being put into the organization, and comes from the president's headquarters in Milwaukee.

I am pleased to be able to advise you that the general meeting of the members of the Western District of the F. A. M. which was held at the club house of the Chicago Motorcycle Club in that city on Sept. 12th, enabled us to start the permanent organization of this District.

By virtue of my election as Vice-president of the Western District of the national organization, places me as President of the Western District. The following gentlemen were elected to their respective offices at this meeting: Dr. S. W. Fahrney, as Vice-president; I. H. Whipple, Treasurer, and I. F. Alofsin, temporary Secretary.

In section 3, article 1, of the By-laws of the national organization, it provides that the Vice-presidents of their respective districts shall appoint a State Commissioner. Under the District By-laws, these State Commissioners, being members of the Executive Committee, enables them to voice the sentiments and to represent their members in the governing of this body.

Under these conditions, it is my desire that these appointments be made in a manner and in such a way that the different members in the various states will be represented by one who has the welfare of the organization at heart, and is in a position to keep in touch with all matters pertaining to the interest of the members of this organization. In districts where there are duly organized motorcycle clubs, I believe it will be well to have this matter brought up at an open meeting of these clubs and endorse some F. A. M. member at the different localities whom they could recommend for this appointment.

The district committees to be appointed are as follows: Membership, Legal Action, Competition, Highway Improvement, Tours and Hotels, Transportation and Facilities. Each committee is equally important in its own duties. But the one which will have the greatest scope and which each individual can assist in, is the Membership Committee. This is of the greatest importance to the welfare of our organization at the present time, to increase the membership to the greatest number possible. Inasmuch as this district covers a very large area, it will be impossible for me to expect to come in personal contact with the interests of the far-lying states, and I shall be exceedingly grateful to each and every one of you who will assist me in making any timely suggestions regarding the F. A. M. interests in his own territory and particularly recommendations for the appointments of the various commissioners and committee members.

Thanking you in anticipation of your early attention to the above request and your ultimate support covering the general scope of this organization, I remain,

Yours very truly,

JOHN R. BALL,

Pres. West. Dist. F. A. M.

F. A. M.

Statement

EDITOR MOTORCYCLE ILLUSTRATED: For [illegible] the cause, I have up to this time purposely refrained from making any public statement with [illegible] F. A. M. vs. N. A. M. controversy. Ever since my election as President of the Federation of American Motorcyclists I have been working with [illegible] to have only one organization, but various obstacles have arisen in my path. [illegible] bers and other interested parties [illegible] I am groveling before the N. A. M. [illegible] some time, however, and realize [illegible] for the good of motorcycling in [illegible] tional organization in America [illegible] ization, however small, should [illegible] exercise a controlling influence [illegible] country. In comparing [illegible] however, I have not lost sight [illegible] is by far the larger [illegible] In fact, there [illegible] F. A. M., with [illegible] N. A. M., with [illegible] It is needless [illegible] [illegible] [illegible]

DETROIT RACES: NEW RECORDS

A TRACK that was almost perfect, splendid weather and about 4,000 spectators, all contributed toward making the first annual race meet of the Detroit Motorcycle Club, held at the Michigan State Fair track (Detroit) on Sunday, September 20th, very successful. There was just one drawback, the lack of experience the club members evidenced in conducting the events. It was their first big race meet, and possibly some excuse can be offered. It is well known how difficult it is to score and time a handicap event. Nevertheless, competitors

MAKING RECORDS IN THE TIME TRIALS—KELLOGG AND HUYCK

and spectators are disappointed when things don't go just as they ought. There was an absence of accidents, notwithstanding the exceptionally fast time made in the large fields. Treahey took a spill while riding at full speed, but sustained no injury aside from a sprained knee-cap. The track was lightning fast, and it got so, after the first two events, that spectators considered anyone traveling the mile circuit in over a minute a "loafer."

Two records were established, or rather, one was broken and a new one was made. In the 5-mile time trials Kellogg covered the distance in 4.43 1-5 and Huyck did it in just one-fifth second more, both on 7-h. Indians. This betters Derkum's time, made in Los Angeles last February, by 4 1-5 seconds. Huyck also, in the 11-mile event, covered the distance in 10.11 2-5, and the 10 miles in 9.17 2-5. This beats Kellogg's time at Buffalo this spring, 9.40 for the 10 miles, and established a new record at 11 miles.

In the first event, Kellogg, on a 2¼-h. Indian, won hands down, over half a mile ahead of his nearest competitor. In the second, Fred Voelker, of New York, took the lead at the start on a 6-h. N. S. U. and beat out the field. Kellogg got a poor start and it was only by the tallest kind of hustling that he managed to capture second place. It was the third event, an unknown distance race, that furnished one of the sensations of the day. Freddie Huyck cut out the pace on his big 7-h. Indian. The judges had fixed on 11 miles as the distance, and Huyck made it in 10.11 2-5, doing the first 10 in 9.17 2-5.

The next event was for local club members only and was won by Butler on a 3¼-h. Excelsior. In the 5-mile record trials Kellogg and Huyck cut out some exceptionally fast time. Kellogg was caught at each lap as follows: 57 1-5, 57, 56 3-5, 56, 56 2-5, a total of 4.43 1-5. At the finish Huyck was just one-fifth second behind. After recalling the first start in the miss and out race for singles and starting the event over again, Huyck ran away from the bunch on a 4-h. Indian.

It was in the last event, a 25-mile handicap, that the officials tackled a bunch of trouble. Of course, none of the spectators knew who was which, and at the finish the five judges could not agree. Three of them placed Turner, from the 1 minute mark, first, with Kellogg second and Huyck third. The local newspapers got the story: Huyck, first; Kellogg, second, and Turner, third; while MOTORCYCLE ILLUSTRATED'S correspondent reports the final decision as: Huyck, first; Turner, second, and Kellogg, third. No time was secured.

Summaries: Five-mile, for stock machines not exceeding 23.0 cu. in. piston displacement—Kellogg, 2¼-h. Indian, first; Reichenback, 1¾-h. Indian, second; L. A. Buschewsky, 3-h. R.S., third; Voelker, 3-h. N. S. U., fourth. Time, 7.02.

Five-mile, for stock machines not exceeding 48.50 cu. in. cylinder capacity—Voelker, 6-h. N. S. U., first; Kellog, 5-h. Indian, second; Crolius, 3½-h. Harley-Davidson, third; Treahey, 3½-h. Harley-Davidson, fourth. Time, 5.51 2-5.

Unknown distance race, free for all. Judges fixed limit at 11 miles—Huyck, 7-h. Indian, first; Turner, 6-h. Merkel, second; Voelker, 6-h. N. S. U., third; White, 4-h. Merkel, fourth. Time, 10.11 2-5.

Five-mile, club members only, stock machines, not exceeding 30.50 cu, in. cylinder capacity—Butler, first; Clark, second; Leverton, third (all on 3¼-h. Excelsiors); Kirk, 3½-h. Merkel, fourth. Time, 6.00.

Five-mile record trials—Kellogg, 4.43 1-5; Huyck, 4.43 2-5 (both on 7-h. Indians).

Miss-and-out for single cylinder machines—Huyck, 4-h. Indian, first.

Twenty-five-mile handicap—Huyck, 2¼-h. Indian, first (10.15 mark); Turner, 6-h. Merkel, second (1.00); Kellogg, 7-h. Indian, third (scratch). No time taken. Conflicting reports of results, as above stated.

STANLEY T. KELLOGG

A WESTERN ENDURANCE RUN

THE 400-mile endurance run that was held by the San Francisco Motorcycle Club was probably the hardest run ever given in the West, and one of the most severe tests for motors. The route was from San Francisco to Fresno and return, 200 miles each way.

On Tuesday morning, Sept. 8, twenty-two machines, of twelve different makes, both foreign and American, lined up at the City Hall in Oakland. At seven o'clock three of them were started out on the long trip. In ten minutes three more were started, and so on until all the boys were gone. The road lay through the center of Oakland, out past beautiful Lake Merritt, and on through the towns of Fruitvale, Melrose, Elmhurst and San Leandro. Just before entering Haywards the road turned sharply to the left and led up through Castro Valley, where the first stiff climb was encountered—the Dublin Grade. After ascending to the top the road wound around through the hills for about seven miles, and then dropped down to the level of the San Joaquin Valley.

After riding one hour and thirty minutes Livermore came in sight; here the machines checked up, and once more were off on their long run. The next stop was Crows Landing, fifty-four miles away; it was on this stretch that one of the boys, riding a twin Indian, had a nasty fall that knocked him out. It was some time before he came to; but when he did it was not long before he had the motor straightened out and was once more on the road, minus both pedals, half a dozen spokes and with a broken brake. He gamely stuck on in spite of some of the others' advice to get to the nearest station and ship home. Only a few of the riders arrived at Crows Landing on time, most of them coming in from five minutes to one-half an hour late.

Leaving Crows Landing, the next town was Newman. There one-half hour was allowed for lunch, and from there the road lay through a great grazing country, dotted here and there by ranch houses. The route continued on through the little town of Dos Palos and into Mendoto, and then out across the desert. Here the most terrible part of the journey was encountered. With no water to drink, and terrible heat, it was simply a torture to ride. Then came seventeen miles of the hardest kind of riding, through sand and dust that would often come up to the engine base. Night soon approached, and darkness made the road more difficlt. Man after man dropped out. Only twelve got into Fresno, but among them was the young man riding the crippled Indian; in fact, he beat the two men that started with him by twenty-three minutes. All the machines were locked up for the night and the tired riders hied themselves to bed. Only one man had arrived in Fresno with a perfect score, W. Merryweather, mounted on a single-cylinder Thor.

The following morning showed up bright and clear, and all hands were ready to start on the homeward trip. At seven o'clock the first boys were started out and it was not long before we were all on our way, using up about two hours of precious time crossing that awful desert, before we reached Los Banos, signing up here, and, filling up our tanks with gasoline and oil, we headed for home once more. Five miles out we came to the little town of Volta, and here we took the road to the left. It wound its way through the foothills, till finally a stiff grade was encountered, so steep that all the singles had to be pedaled up to the top of the pass; but there the road led for thirty miles down grade into the little town of Gilroy. It was in this pass that the Indian twin, which was making such good time, handicapped though it was, lost time. Having neither pedals nor brake, the rider lost control of his machine on the grade, crashed over the bank and slid about two hundred feet over the cliff. He lost a lot of time dragging the motor up to the road, but he gamely stuck to his task, and, after adjusting things to suit him, once more started out.

From Gilroy a splendid road led for thirty miles into San Jose, and after checking up and refilling tanks, we left once more for the last leg of our run, into San Francisco (fifty-two miles), through the Santa Clara Valley, through Redwood City, Palo Alto and San Mateo, and over the beautiful boulevard into Colma, then on to the Mission Road and in to the city, up through the center of town to the last control. Following the leaders by about twenty minutes, in came the Indian twin, crippled and scratched almost beyond recognition, but there, just the same. Just one rider came in behind him, making a total of seven that finished, all American. Not a foreign machine completed the trip. Following is a list of the seven machines which came through:

Machine.	Rider.	Points.
Curtiss (Twin)	Karslake	975
Thor (Single)	Merryweather	969
Thor (Single)	Stone	818
Indian (Single)	Ebken	723
Merkel (Single)	Heise	615
Indian (Twin)	Chapman	529
Merkel (Single)	L. Heise	491

F. A. M. CHAMPIONSHIPS AT MORRIS PARK

IN connection with the experiments which the Aeronautical Research Society will conduct at the Morris Park Racetrack in New York City, the F. A. M. National Championships at one, two and five miles will be run off on Election Day, November 2nd. These are the championship events which have been held open ever since July 4th, on a sanction granted to the F. A. M. 1908 Meet Club for that date. The club has hung on to them ever since, all statements to the contrary notwithstanding. It came somewhat as a surprise last week, however, when the announcement was made that the Meet Club would run off a card of five events at the Morris Park track. This track is in horrible condition at present—covered with weeds and grass—and it is doubtful whether it can be put in first-class condition in the time available.

The Aeronautical Society will conduct a lengthy series of experiments in an earnest effort to make serious and practical progress in the science of aviation. The intention is to emulate the method of the foreigners, who all flock to one experimental grounds whenever trials are in progress. The helicopter of William R. Kimball, the aeroplanes of C. W. Williams, C. J. Hendrickson and others, as well as the experimental apparatus, including the June Bug, which Glen H. Curtiss, the motorcycle manufacturer of Hammondsport, N. Y., operated so successfully last spring, will be on the grounds. If plans now under way are carried out, the New York Motorcycle Club will tender a banquet to Mr. Curtiss. He is a member of the club, and it naturally feels proud of his achievements as one of the foremost aviators of this country.

MISS GERTRUDE E. WILSON was elected an honorary member of the Worcester Motorcycle Club at the regular meeting on September 18th, held at the camp of Lieut. Charles E. Hitchcock. She has been on several runs, riding with W. H. Tannerbring, whose machine is fitted with a tandem attachment.

NEW YORK M. C.; THREE SUNDAY RUNS

MEMBERS of the New York Motorcycle Club have been enjoying both strenuous and mild mixture of Sunday riding during the past month. September's weather has been ideal, just a little bit too dry, maybe. The lack of rain for such a length of time has dried up the roads and parched the vegetation, but a stanch and true N. Y. M. C. man doesn't mind a little thing like dust. In fact, there are some who seem to glory in it. There hasn't been a wet Sunday since the one preceding Labor Day, and every run has been well attended and most successful in every way. Because each individual has his own plans laid out to embrace an opportunity for three days' riding, such as was afforded on Saturday and Sunday and Labor Day, Sept. 5th to 7th, no club runs were called, and the members went off on their own hooks, in some cases two or three together, and each party had its own story to tell on its return. On the 13th there was a "Century" to Sayville, in which the boys joined the C. R. C. A.

AT CRANBURY, N. J.

and had a most pleasant little jaunt down Long Island and back, over splendid shell-roads for the greater part of the distance. Then, there was the run to Mt. Peter and Newburg, N. Y., on the 20th, and the big run to Cranbury, N. J., on the 27th, where some twenty-five Philadelphia riders joined the merry party for dinner. All told, it has been a fine month of sport, with journeys that were instructive as well as pleasant, and the stories some of the boys tell will bear repetition many times over during the coming winter.

The "Century" on Sunday, the 13th, was a most delightful little affair. It was a sort of go-as-you-please run, as far as the motorcycle division was concerned, though Captain Wehman tried to vary the monotony of Long Island's splendid roads by taking the riders through some sandy stretches. It is pretty safe to wager that the bicyclists, who had started some two hours earlier, did not push through some parts of Henry's route, neither did some of the motor riders—the ones who knew the way around. To make the hundred miles was play to nearly all of the old-timers who showed up, only some three or four falling out because of mechanical difficulties.

At Sayville some 80 of the contestants turned up for dinner. Tire troubles had played havoc with the bicyclists, so that there were almost as many motorcycles as there were push-bikes at the dinner stop. The return trip was rather uneventful, though made in much faster time than the run out, and at Bedford Rest neat little silver medals were waiting to be carried off as souvenirs by those who had qualified for the honor of being called a "Veteran."

"Hen" Wehman was again on deck the following Sunday, the 20th, to pilot the Brooklyn and New York City members of the new Linden M. C. and N. Y. M. C. over Mt. Peter to Newburg. From there the trip back to New York was scheduled by boat. The Honorable Secretary was slow in rounding up his Brooklyn riders, however, and it was long past the specified starting time when he crossed the East River with them—just nine strong. All but two were lost, strayed or stolen before Fort Lee ferry was reached. The N. Y. M. C. members caught the 8.30 ferry, that is, eight of them did. Three more arrived at the landing just in time to see the boat pull out.

It was a shame the way that small but select party got broken up. At Suffern the first division waited for half an hour for the others, and then tried to find Mt. Peter without the help of their volunteer pilot. The attempt was a failure, however, and after losing three more members along the road, the remainder found themselves about ten miles off the course at the southern end of Greenwood Lake. It was then 2 o'clock, and the six hungry New Yorkers revived their drooping spirits with a substantial dinner each, and, without waiting the customary one hour to let it digest, the road toward Newburg was taken up. This was a fast little jaunt of 30 miles, after the first 10 over the country roads around the lake had been covered, but it was not made quite fast enough to catch the boat.

No one was really to blame, though it was tried to shoulder the responsibility on Toepel because of the puncture in his rear tire, that wasted 15 good minutes. All hands were equally guilty, as it had been the plan to catch the 6.30 boat if the 6 o'clock one was missed. It never

CONFETTI GUIDES—SLEICHER AND CHAPPLE

entered anyone's head for a minute that there was no 6.30 boat after the summer season ended on Labor Day. So it was a case of take the freighter, which left at 9 p. m., or stay in Newburg overnight and ride back in the morning. This freight steamer was supposed to dock at New York about 1 a. m. the next morning (Monday), which would have been all fine and dandy. But did it? Not so. It was 3 a. m. when it landed, and nearer 4 o'clock before "Mike" Toepel had fixed another puncture and the start for "Home, Sweet Home" and the trundle bed was made.

While partaking of a frugal (?) repast at Newburg, before the boat left, three more wanderers strayed into town and past the restaurant where their fellows were enjoying themselves. One was under tow at the end of a clothesline, and the tale the three told would have moved a more sympathetic audience to tears. They had been over Mt. Peter. Henry, the pilot, showed them the way. And when he got them there, after some little physical exertion on their part, it must be confessed, he ran away and left them. Well, of course, he explained that Mrs. W. was waiting at the boat, the 6 o'clock one, for him, and he simply had to make it or take the consequences. He didn't fancy facing the music in the latter case.

The three lost ones landed in Newburg just in time to get some supper and catch the freighter. Of course, the addition to the party made it somewhat of a jolly bunch, but all the fun had been knocked out of them before they hit "Little Old New York" the next morning. Take the advice of one who has been there, you riders, and don't come home by way of the Central Hudson. But even that might have been worse. It is said, too, that there were another two or three riders who did not get home till Monday afternoon. How such a thing could be possible is hard to figure out, but until the suspected ones are tried and proven guilty, the less said the better.

The annual run, at which the Philadelphia boys are invited to come half-way and partake of dinner with the Manhattanites, was held last Sunday, Sept. 27th. The crowd that left the Battery, in New York City, on the boats leaving for Staten Island, at 8, 8.30 and 9 a. m. was made up, for the most part, of N. Y. M. C. members, with some from the Linden Club, of Brooklyn, and a few from the Harlem and Concourse Motorcycle Clubs, both from the upper end of New York. Of course, where forty odd riders set out together, there is bound to be some stragglers, those unfortunates that are beset with tire troubles and overcome with mechanical difficulties; but, happy to say, of all who left New York, only three failed to reach the dinner stop.

This was made at Cranbury, instead of at Hightstown, as in previous years, where adequate accommodation was secured at the American House, called also the Temperance Inn. Here the forty from New York and twenty-five sons of Father Penn sat down to a good, plain, country dinner that Landlord Thomas had spread on the boards at 1 o'clock. It was a splendid gathering of riders, representative of the sport—jolly, care-free, young fellows, who were out for a good time, and they had it. The little village of Cranbury may have opened its eyes in mild surprise at the unusual gathering, a trifle noisy, to be sure, more or less dusty and dirty, of course, but observant of proprieties and fairly well behaved. There was a wait until dinner was served, which gave everyone a chance to clean up and rest up. Then the extra time was utilized in posing for the photographers. Pictures were snapped of the riders ensemble, of them with their machines, grouped in and around the big automobile that the Philadelphians brought along with them, and in other positions. Then the confetti scatterers, Captain Chapple and J. A. Sleicher, of the New York Club, who had marked the course for the others during the morning, slung their canvas bags over their shoulders and had their faces "took."

LENDING A HELPING HAND

Of course, there were the usual roadside troubles, both going and coming, and the little tricar, which was furnished by F. B. Widmayer, the New York Indian agent, with its willing crew and tool box full of plugs, tubes and

"TEN GALLONS, PLEASE"

other spares, helped out in many cases. Tire troubles were the usual hoodoo. One rider got into Perth Amboy, just across the ferry, at three o'clock in the afternoon, where he met the leaders coming back. He had spent the whole morning fixing punctures, had his rear wheel out twice and the tubes out five times. Another had a peculiar thing occur as he was coming home. His belt flew up in the air, and his engine raced like mad for an instant. Those who were riding with him saw some bright object shoot down and off the road into the bushes. When he stopped his engine and brought his machine to a standstill it was discovered that the "bright object" must have been the engine pulley, for that was the only missing part. To find it was another matter, and, hunt as they would, three men couldn't locate it. Finally a little girl picked it up and brought it back.

A band brake fastening worked loose on another machine and ripped ten spokes out of the rear wheel before its rider managed to bring the machine to a stop. Another man narrowly escaped a tumble when a big white rooster started across the road in front of him, and after running alongside the machine for a hundred feet, jumped straight into the front wheel. There was not enough chicken left in about three seconds to make mince-meat from. If the pace had been slower than the twenty-five mile one that he was traveling it is pretty certain that the rider would have taken a pretty tumble.

And so it went, all day long, one thing after another; some amusing, some troublesome, but none serious. Perhaps the funniest thing that occurred was the attempt of some half-dozen riders to thread their way through a litter of pigs that ran out into the road ahead of them. The little porkers weighed maybe 35 or 40 lbs. each, and it would have meant trouble to hit one. There was an exciting moment till they were chased off the road by one of the boys who managed to head them. It was a happy and contented lot of riders that finally strayed into New York in the evening. The roads were fine, the weather just cool enough to be pleasant, and everyone felt at peace with the world. The run was a huge success, and was so proclaimed by a unanimous vote.

THE stiff climb up Mount Greylock, the highest point in the state of Massachusetts, was made a few weeks ago by two R-S riders. This mountain is 3,500 feet in height and its summit is sixteen miles from Pittsfield. It is in the State Reservation, and the road to the top, while not macadam, was built by the state. On the nearly level portions it is gravel and on the steep grades crushed stone.

The climb was made by J. A. Finkle of Dalton and William Stone of Pittsfield. They started from Plunkett street in Pittsfield and reached the summit over the new Rockwell road, in 1 hour 15 min. These are the first motorcycles that have ever reached the top of the mountain. Stone dismounted from his machine but once going up, that being for the purpose of opening a gate which bars the road at one point. The return trip down the mountain was made in 1 hour 5 min.

FOR some time Wichita, Kan., riders have been contemplating organization, and this was effected at a meeting on Sunday, September 20th. C. D. Andrews was elected president and F. W. Hockaday, vice-president, the other offices being held open until the next meeting. There were about 50 motorcyclists present, and it was decided to name the new organization the Wichita Motorcycle Club. Regular meetings will be held every week at the store of the Wichita Bicycle & Sporting Goods Co., and it is planned to hold weekly runs and a series of races, etc.

PORTCHESTER, N. Y., now boasts a motorcycle club. Though young and small in number, its riders are all enthusiasts and expect to make the club a factor in its section. At present there are no dues, and the meeting place is Kapp's motorcycle store. The club membership to date is: George Pinckney, Harry Dupont, Samuel Schiller, Harry Angelo, Frank Miller, Thomas Salkowsky and Clarence Wilson.

A SLIGHT change may be made to advantage in the route to Greenwood Lake as it was given in the August 15 issue of MOTORCYCLE ILLUSTRATED. Instead of turning at sign reading "Echo Lake, 2 miles," continue two miles up the road to a sign, "Idle Ease Inn and Greenwood Lake," and there turn right. This signpost and turn are both rather hidden and are easily missed, but are located immediately beyond an old hotel, which sits back and above the road, on the right. The roads are better beyond this turn and are not so winding. There are not so many turns and the way is more easily followed.

THE Misses Smith, shown in the photograph, are residents of Dana, Mass., and both are enthusiastic motorcyclistes. They own an '08 Royal, and sometimes take short spins on it together. They were caught by the camera artist just as they returned from one of these little jaunts.

SIX THOUSAND AT LOS ANGELES MEET

A CROWD of six thousand people at the race meet of the Los Angeles Motorcycle Club on Sept. 9th, at the Agricultural Park track, saw the breaking of thirty-one records and the establishment of eight new ones. In the last event, a one-hour race, two local amateurs between them accomplished the feat. Raymond Seymour broke the ten, twenty, twenty-one and twenty-two-mile records; in the same race, J. Howard Shafer passed him at this point and broke every record from twenty-three miles to forty-eight miles, and broke the one-hour record by nearly eight miles. In addition to this, P. J. Q. Derkum rode a quarter of a mile in 13 seconds, a feat never before accomplished, but one which has no place in the record books.

The great event of the day was the one-hour race, in which all the records were broken. It was the last event on the program, but the crowd was so interested in the fine racing which had gone before that hardly a handful of people left before the start. After the start the exhibition was so exciting that no one left.

Thirteen riders came to the tape, the greatest number on the track in one race. Raymond Seymour took the lead after the second mile, and cut out a desperately fast pace. It seemed as though no one could stand the speed for an hour, but Howard Shafer and M. J. Graves closed up on the flying leader and stuck to him for mile after mile. Shafer challenged him for first place at the sixth mile, but could not oust him. Seymour flew on, doing ten miles in 10.20, establishing a new record.

At the thirteenth mile the first to drop out of the thirteen who started left the track, and a mile later another contestant disappeared. Seymour held his lead by feet only, for Shafer was in his dust all the way. Both were making the mile circuit in 1.02. Shafer was pressing Seymour hard, and at the nineteenth mile passed him in front of the grand stand. Seymour unlimbered all the speed he had, regaining the lead in the back stretch, and passing the tape on the twentieth mile in 20.51, breaking the record and taking the honor from Shafer by a scant foot or so. He continued in the lead for the next two miles, with Shafer less than five yards behind all the time. In the back stretch, after the twenty-second mile, he had difficulty with his machine, and was forced to stop.

Shafer then assumed the lead, and never lost it until he crossed the tape for the twenty-third mile in 23.59 3-5, breaking the record, and from then on he broke every record up to forty-eight miles, beyond which none had been established. Before the end of the hour, he covered 56 miles 660 yards, setting a new distance for the time, and establishing new time records for the miles from forty-nine to fifty-six. He was forced to stop once for gasoline, but so perfect was the work of his helpers that he was at rest only twenty-five seconds, and the round in which he stopped was only thirty-one seconds slower than the preceding one.

Meanwhile Seymour had lost two laps, but he started out to overtake the flying leader. He was never able to cut down the distance he had lost, and after thirty miles of grueling work, he finished in second place by exactly the margin that he lost during his stop. He covered in the hour fifty-four miles, itself a breaking of the old record by six miles.

Byron Beuneman, on a Minerva, gave a spectacular exhibition during the race. He had been lapped three times by the leaders, but he was still in the running and going strong, when, on his thirtieth mile, the nut holding his saddle came loose. Just in front of the grand stand the saddle flew off as he lifted his weight from it. He lurched for an instant, recovered and continued on. For the rest of the race he rode without a saddle, covering twenty-three miles with only the support his cramped legs and rear mud guard could give him. He covered fifty-three miles in the hour and was given third place.

After the race there was a protest, as the supporters of Graves contended that he was entitled to second place. In stopping for gasoline, and in keeping track of the passing and repassing of the riders, it was claimed that an error had been made.

The time made by Shafer, mile by mile, was taken, and will be attested by the officials. By five-mile intervals, after he came into the lead, his record is: 25 miles, 26.05; 30 miles, 32.31 3-5; 35 miles, 37.34; 40 miles, 42.45; 45 miles, 47.58 2-5; 50 miles, 53.11 1-5; 55 miles, 58.23 4-5.

Although overshadowed by the last event, the other races were remarkable. In the first race, five miles for single cylinders, E. L. Parmalee got away first, but Al Ward came up fast, assumed the lead, and won easily by a quarter of a mile, with C. W. Risden second and Parmalee third.

In the second race A. F. Mitchell got away in the lead and was never headed, although Ward gave him a hard tussle, and seemed about to pass him in the third mile. Mitchell won by a hundred feet, with Ward second and C. F. Hoag, nearly a half lap behind, in the third place.

In the club challenge cup for single-cylinder machines, the start was one of the prettiest of the day. M. J. Graves got the lead, but held it only for a mile, when G. Blaylock passed him. Graves hung on, and in front of the grand stand on the close of the fourth mile, regained the pole by daring riding. He could not get away from Blaylock, however, and just at the finish, in the most exciting dash of the day, Blaylock won by less than two feet.

Another exciting finish was in the five-mile free-for-all for single-cylinder machines. The start was a pretty one, in which Blaylock finally passed A. L. Wilson and took the pole, with Graves in third place. Wilson dropped out in the third mile, and Graves began to move up very fast. Blaylock held his lead until the finish, when Graves, who had been at his shoulder for a mile, pulled up even and ran him a dead heat across the tape.

Summaries: Five-mile, for fully-equipped stock single-cylinder machines having a piston displacement of less than 20 cu. in.—First, Al Ward (Thor); second, C. W. Risden (Indian); third, E. L. Parmalee (Thor). Time 6.17.

Five-mile, for fully-equipped stock double-cylinder machines having a piston displacement of less than 40 cu. in.—First, A. F. Mitchell (Simplex); second, Al Ward (Thor); third, C. F. Hoag (Indian). Time, 5.37.

Five-mile, for Club Challenge Cup, single-cylinder machines, open only to club members—First, G. Blaylock (Thor); second, M. J. Graves (Indian); third, E. W. Hoag (H. & H.). Time, 5.25.

Five-mile, for Club Challenge Cup, multiple-cylinder machines, open only to club members—First, G. Blaylock (Thor); second, Gus Fink (Simplex); third, F. M. Gungay (Curtiss). Time, 5.34 1-5.

One hundred yards, man against motorcycle—Harry Lightcap (Torpedo) won. Time, 11s.

Five-mile, free-for-all, single-cylinder machines—Dead heat between M. J. Graves (Indian) and G. Blaylock (Thor); third, E. W. Hoag (H. & H.). Time, 5.30 2-5.

Five-mile, free-for-all for multiple-cylinder machines—First, E. E. Earhart (Indian); second, Raymond Seymour (H. & H.); third, A. F. Mitchell (Simplex). Time, 5.08 4-5.

Australian pursuit race, free-for-all, single-cylinder machines, fifteen miles limit—First, A. L. Wilson (Merkel); second, M. J. Graves (Indian); third, Raymond Seymour (H. & H.). Time, 16.51 3-5.

Ten-mile, team relay race—Won by team composed of Howard Shafer, E. W. Hoag, M. J. Graves, Raymond Seymour and E. E. Earhart. Time, 12.23 4-5.

Australian pursuit race, free-for-all, for multiple-cylinder machines, 15-mile limit—First, Al Ward (Thor); second, Erwin Knappe (Reading-Standard); third, A. F. Mitchell (Simplex). Time, 13.09 1-5.

Five-mile, for stripped stock, single-cylinder machines having a piston displacement of less than 20 cu. in.—First, C. W. Risden (Indian); second, Frank McBride (R-S); third, Howard Shafer (Torpedo). Time, 6.14.

Five-mile, for Risden Challenge Cup, multiple-cylinder machines having a piston displacement of less than 40 cu. in.—First, E. E. Earhart (Indian); second, Howard Shafer (Thor). Time, 5.12.

One hour, free-for-all, first 25 miles for Bueneman-Lipsey Challenge Cup—First, Howard Shafer (Thor), 56 miles 660 yards; second, Raymond Seymour (H. & H.), 54 miles; third, Byrn Bueneman (Minerva), 53 miles. Bueneman-Lipsey Challenge Cup won by Howard Shafer. Second and third places in hour race protested.

SMART RACING AT SAN DIEGO

SOME very fast riding and closely contested events marked the race meet on the Coronado track at San Diego, Cal., on Monday afternoon, September 7th. The events were pulled off in rapid succession and there were no long and tedious waits between races. Barring an accident in which O. O. Taylor was seriously but not dangerously hurt, the meet was run in a very satisfactory manner, many expressions of praise of the management being heard. There was an attendance of only about 500 people, and the local club broke just about even on their expenses.

The handsome silver cup offered by the club was captured by James Urquhart, riding a 2¼-h. Indian, in the first race, a five-mile event for single-cylinder machines of less than twenty cubic inches displacement. The oxidized silver cup, also offered by the club, was captured by C. A. Sheppard in the five-mile open for twin-cylinder machines. He covered the five miles in 6.04 1-5. This was a pretty race and was hotly contested. Against Sheppard were pitted A. E. Lambla, Paul Kelly, Ben McLeran, all on 5-h. Indians, and Don Gordon on a 6-h. Curtiss. Sheppard crossed the line just one second ahead of Kelly.

Owing to the fact that the referee has to figure out the handicap and weight of each rider, and the size and horsepower of every machine, the winner of the ten-mile race for the Miramar cup has not been determined, but it was announced from the judges' stand that the event will be awarded to either James Urquhart, A. E. Lambla, the present holder of the cup, or James Scripps. This was also a particularly interesting race. There were eight entries, including J. G. Scripps, C. A. Shepard, Paul Kelly, A. E. Lambla, J. Urquhart, all on Indians; E. T. Clarke and S. P. Andrews on Reading Standards, and H. Hayward on a Racycle. Urquhart finished first, being only one-fifth of a second in advance of Lambla.

Another particularly interesting event was the ten-mile Australian pursuit race for twin cylinders. Five men started, in the following order: McLeran, Kelly, Lambla, Gordon and Sheppard, all on Indians except Gordon, who rode a Curtiss. Each man started eleven seconds after the other, and Sheppard, being the last, was forty-four seconds in the rear of the first man. Kelly passed McLeran on the first lap, and on the second lap Sheppard passed Lambla and Gordon, leaving it a contest between Sheppard and Kelly. Sheppard, however, passed Kelly after they had gone six and two-thirds miles. He then completed the lap, making the seven miles in 7.14. The best time of the day was made in the last event, the 25-mile handicap, by C. A. Sheppard, who covered the distance in approximately 27 minutes and 9 seconds.

Each race, with the exception of the eighth event, a five-mile handicap for twin-cylinder machines, was captured by an Indian. The eighth event was won by Gordon on his Curtiss. Sheppard, who took third place, covered the five miles in the best time, 5.37 2-5, while Gordon's time was 6.07. Kellly took second place, his time being 6.02 1-5.

Summaries: Five-mile single, under 20 cubic inches displacement—James Urquhart, first; A. E. Lambla, second; H. Howard, third. Time, 6.41.

Three-mile obstacle—A. Waite, first; C. A. Sheppard, second; S. A. Newton, third. Time, 6.58.

Five-mile singles, open—C. A. Sheppard, first; James Urquhart, second; A. Waite, third. Time, 6.32.

Five-mile, open, twins—C. A. Sheppard, first; Paul Kelly, second; A. E. Lambla, third. Time, 6.04.

Five-mile team race, singles and twins—Lambla and Urquhart, first; Sheppard and Waite, second; Kelly and Clark, third. Time, 6.40.

Ten-mile, Australian pursuit, twins—Sheppard, first; Kelly, second.

Ten-mile, Miramar cup—Undecided.

Five-mile, handicap, twin cylinders—Gordon, first, 6.07; Kelly, second, 6.02 1-5, and Sheppard, third, 5.37 2-5.

Five-mile, handicap, singles—Sheppard, first; Urquhart, second; Waite, third.

Twenty-five-mile, handicap, free-for-all—Kelly, first; Waite, second; Sheppard, third.

MORE RACING FOR POINT BREEZE

ENTRY blanks are out for the Point Breeze race meet at Philadelphia, to take place on October 10th, under the auspices of the Quaker City Motorcycle Club. This is the newly organized Philadelphia organization that ran off the recent Point Breeze races, under the capable management of its secretary, E. T. Banes, and the coming meet promises at least one event that will create considerable excitement. This is the 100-mile open, in which four prizes, aggregating $100 in value, will be awarded. The manufacturers have been sounded and have expressed their approval of the 100-mile event, several having already entered teams of two and three riders for this race. The local entry promises to be large also. Many of the club members will enter their own machines. While not fast enough for short distances, some of these are remarkably good pluggers, and may give their faster rivals a rub for the money in the long grind. The other events are: Five-mile, private owners, local riders only, 30.50 cu. in. piston displacement; ten-mile, motor-paced bicycle handicap; one-mile time trials against Kellogg's track record; ten-mile match, between four local riders. Entry blanks can be secured from S. Beauchamp, 1821 N. 13th St., Philadelphia, Pa.

NEW YORK TO MONTAUK ON A MOTORCYCLE

By EARLE L. OVINGTON

THE run started from Columbus Circle, New York, promptly at 7 o'clock on September 16th. The run referred to was the Two-day Mechanical Efficiency Motor Car Test and Run Around Long Island, which was held under the auspices of the New York Automobile Trade Association. On the evening preceding the run a meeting of the contestants and those interested was held in the assembly room of the Automobile Club of America. As I happened to have an invitation to this meeting I was on deck promptly at eight o'clock. I found little bunches of men scattered over the hall, earnestly discussing the event of the morrow, and many were the tales told regarding the shift sand which leads to Montauk Point—the extreme end of Long Island. The route lay from New York to the house of the Crescent Athletic Club, in Brooklyn, and then along the south shore of Long Island to its eastern end, Montauk Point. From there the contestants returned by the north road, passing by the summer residence of President Roosevelt, and finishing at the new building of the Automobile Club of America. Every one of the contestants knew that the road between Brooklyn and Amagansett, on the south shore, was practically one continuous boulevard, and that the real test lay between Amagansett and Montauk Inn. But—I am anticipating.

On the morning of the start, Columbus Circle was alive with cars. There were large cars, small cars, cars with engines having one, two, three four and six cylinders. Almost every type of automobile was represented, from the little Brush runabout up to the big six-cylinder Stevens-Duryea. The Lozier car that ran in the Briarcliff Race was also entered. The night before, canvass signs fitted with brass eyelets to attach them were furnished each contestant, and these signs were prominently displayed upon the contesting cars. In addition the contestants themselves wore quite an elaborate medal upon which was stamped a picturesque view of the Montauk Lighthouse.

THE WRITER ON HIS PEDALLESS MOTORCYCLE—BEFORE THE START. THE PICTURE TAKEN AT THE FINISH IS NOT FIT FOR PUBLICATION

Being a motorcyclist, I naturally felt out of place in entering an automobile contest. This feeling was all the stronger when I found that I rode the only two-wheeler entered. From the start, however, my anxiety was set at rest. "Senator" Morgan, who managed the run, is not only one of the most prominent figures in the automobile field, but an ardent motorcyclist, and President of the New Jersey Motorcycle Club as well, and he did all in his power to make my participation in the event pleasant. The secretary of the run, Alex Schwalbach, who was a very prominent figure in the days when the bicycle held sway, treated me with the utmost courtesy and friendliness. Furthermore, the contestants themselves seemed to be very much interested in my machine and wished me all kinds of luck before the start. When I told them that I expected to have considerable trouble getting through the sand approaching Montauk they laughingly said that if I did not get through they would put my wheel in one of the cars.

Promptly on time the procession moved down Broadway, over the Brooklyn Bridge, and directly to the country home of the Crescent Athletic Club in Brooklyn. From there the route led directly to the old Merrick road and then through Bath Beach, Bensonhurst and Valley Stream to Lynbrook, the first checking place. As I have been over this road in many a motorcycle contest, I knew almost every inch of it. Luck seemed to be with me from the start, for if there were any nails in the road the god of Chance guided my machine free from them, and I did not sustain even a tire puncture during the whole trip.

The noon-day meal awaited us 73 miles out of Brooklyn, just beyond Blue Point, at Ye Anchorage Inn. Here we found a regular barbecue in progress, the good things to eat being cooked over open fires. It is hardly necessary for me to say that all did justice to the layout, and much good-humored raillery passed from one to another as the eatables disappeared.

The town of Amagansett is situated 132 miles from the start in Brooklyn, and this town was reached by practically the whole procession without undue mishap. Of course, the always-present tire demon did his work, but the roads were so uniformly good, and the drivers so expert, that until Amagansett was reached there were no serious misfortunes. But, in spite of the fact that only 12 miles remained of the route for the first day, the greatest difficulties were yet to come. Immediately upon leaving Amagansett the motorist strikes sand such as he probably never saw before. Ordinary sand, such as is found on country roads, if examined carefully under the microscope, is seen to be composed of small particles bounded by surfaces more or less plane; in other words, in the form of small cubes or pyramids. If beach sand, such as that which separates Amagansett from Montauk, is examined in a similar manner, it will be seen that the particles themselves are in every case rounded, and in some cases perfect spheres. The former variety of sand will pack more or less when placed upon a roadway and traversed by motor cars, but the latter variety of sand

furnishes no grip for the wheels of the cars and is far more treacherous when it comes to skidding. You motorcyclists who think you have ridden in treacherous sand had better tackle that strip separating Amagansett and Montauk if you really want to have some excitement. The distance to be traversed is only a little over twelve miles; but if you don't acknowledge that twelve miles to be the most difficult trip you have ever made I will be much surprised. In all my experience of sand riding I never struck any route so treacherous and shifting as that after leaving the village of Amagansett.

On leaving Amagansett I set my throttle full open, with my air-lever half-way up, and a fully advanced spark. Away I sailed into the sand; but had not gone three hundred yards before I was thrown heavily to the ground. And now, the job was to get started again, surrounded as I was with sand which seemed to hold my wheel as in a vice. I may be mistaken, but I do not think that anything but a four-cylinder motorcycle, or one having a free engine, could possibly start under such circumstances. Fortunately for me, by a tremendous effort I was able to move my machine ahead three or four inches, and this was sufficient to start the engine. Owing to my low gear there was plenty of power to revolve the rear wheel and throw the sand up in a cloud behind me. I would then run alongside of the machine and vault into the saddle. Once in the saddle, the idea was to stay there as long as possible, but that is easier said than done. I started to count how many times I fell, but gave this up for a bad job, since it happened with such frequency. Try as hard as I would, sooner or later the sand brought me to the ground and I was obliged to start my machine under circumstances which made the process very difficult. Fortunately, I am blessed with a rather robust physique, or I should never have been able to stand the physical strain.

The sand was not my only enemy on that twelve-mile journey. Although it had not rained for some time, a considerable portion of the route lay through swamp land, and at times the water came up to the hubs on my machine. Although this part of the journey was rather unpleasant the riding was very much easier and safer than in the dry sand. I cannot help but think, however, what would have happened on this trip if I had not had my shaft-drive transmission entirely enclosed in a dust and water proof casing. A chain under certain circumstances would be almost out of the question, and a belt running as near the tire as it does, would be simply impossible.

When half way across what might well be termed a desert, I came across the Long Island R. R. and my hopes rose high. I had read about transcontinental motorcyclists riding the railroad ties for miles, and I thought this would help me out of my difficulties with the sand. But that is where I was mistaken. In building ordinary railroads, the contractors manage to leave the cinders, which are placed between the ties or sleepers, on a level with the upper surface of the ties. This, of course, does not form the best roadbed in the world for a motorcycle, but riding upon it is endurable and much to be preferred to very deep sand. In this particular case, however, the contractors who laid this road did not figure on any other vehicle outside of a train of cars using their right of way. Whatever was the cause, it is a matter of fact that the dirt and cinders which ordinarily come flush with the upper surface of the ties did not come within three or four inches of the common level. Just imagine, if you can, riding a motorcycle over a railroad bridge, where no dirt at all separates the ties, and imagine what I stood for over two miles. At the end of that distance I came to the conclusion that the sand was preferable to the awful jolting I received—not to mention my machine. How the machine itself ever stood it is more than I can tell, and, furthermore, it is nothing short of remarkable that I did not have a tire puncture, since I deflated my tires the least bit before attempting riding such a rough surface so that the shock transmitted might be reduced to a minimum.

After coming to the conclusion that riding the railroad sleepers was unendurable, I lifted my machine on to the narrow strip of sand which separated the railroad track from the embankment upon which the roadbed itself was laid. I started my motorcycle on this narrow strip and vaulted into the saddle, thinking that the cinders which composed the surface upon which I was riding would be a comparatively smooth riding surface. I did not figure, however, on skidding, and I had not completed 100 yards before I pitched head foremost down a 30-foot embankment. After this experience I left the railroad and proceeded as I had started out—in the desert waste of sand.

After what seemed to be an endless struggle, and almost fainting for want of water, I at last landed at the railroad station at Montauk, and proceeded joyfully up the final climb to Montauk Inn. Those of the contestants driving cars who finished at all that night had practically all reached the Inn and had followed my course with their eyes for the last two miles across the sand. They were awaiting me on the lawn and were generous with their hand-shakes and congratulations upon my success. If you doubt the condition of my motorcycle after this trying contest, just take a look at the steep and long hill which leads up to Montauk Inn and then examine the road surface, and you will realize that a motorcycle would have to be in pretty good condition to pull a 200-pound rider up that incline without the use of pedals. And incidentally let me remark that my machine was pedalless, as I rode the same machine as I did in the Endurance Run this spring. I had removed my pedals entirely and substituted spring foot-rests set well forward, so as to keep the center of gravity of my body as far forward of the rear wheel as possible.

All along the route motorcyclists and automobilists endeavored to discourage me in attempting the run to Montauk, stating that a motorcyclist had never accomplished the feat before, although a good many attempts had been made. I inquired along the route and of the attendant at the railroad station at Montauk, as well as of the proprietor of Montauk Inn, and as far as I could find, no motorcyclist had ever reached Montauk Inn before on his machine. You fellows who are in the vicinity of New York need not go many miles in order to find a test for both yourself and mount. The next time you really want a little strenuous riding just jump on your machine and go down to Amagansett, L. I., and tackle that shifting waste of sand and swamp-land separating that village from Montauk Inn. But take my advice before you start, and put a ten-spot in your pocket, for you may need it to reimburse the driver of one of the teams that are always ready to haul reckless automobilists out of this treach-

Mr. Ovington rode an F. X.—Ed. Motorcycle Illustrated.

AN amended ordinance passed last November and discovered recently by the city auditor's office is going to hit the pockets of all St. Joseph motorcyclists if the police comply with a request which will be made of them by Auditor Whalen. Although there are in the neighborhood of thirty motorcycles in the city, not a single one of them bears a license tag and not a single owner has come across with the money necessary for getting one. Until last year there were practically no motorcycles in the city, but when they began to arrive, the council got busy and amended its license ordinance on November 8, 1907, so as to make it punishable by a fine for a motorcyclist to ride around the streets without obtaining a license.

S. LACY CROLIUS

State Records Were Established

It was S. Lacy Crolius, of the Milwaukee Motorcycle Club, who made the five miles at the Minneapolis (Minn.) State Fair Grounds in 5.15 on Saturday afternoon, September 5th, and not Walter Davidson, as was reported. The time established new state records for five miles and for one mile, the last lap being covered in 58 seconds flat. The event was a match race between Crolius, riding one of the new 6-h. Harley-Davidson twins, and C. V. Van Sickle, on his Indian. They put up as pretty a race as could be wished for, the Indian leading for two miles then it was neck-and-neck between the two for another mile, after which Crolius took the lead and held it to the end.

A NEW record was established between Chicago and Milwaukee on Sunday, Sept. 13th, by Manley Mills, of Kenosha, when he completed the run of more than 85 miles between the two cities in 4 hours, 11½ minutes. The run broke the former record held by Van Sickle, the Chicago rider, by more than six minutes. Mills has been making efforts to break the record for some time and finally accomplished the feat. He left Chicago at four o'clock in the morning and passed through Kenosha just after seven. At this point he was far ahead of the record, but on account of burning out his magneto brake he was forced to let up on his high speed, and from Kenosha to Milwaukee the trip was beset with difficulties. He rode an Armac.

The Brooklyn Division of the Century Road Club Association will run off a century from Bedford Rest, Brooklyn, N. Y., to Sayville, L. I., and return, on October 11th. This is over the same route and under the same rules as the century run on September 13th, and is being held by the Brooklyn Division of the Association expressly to accommodate the many motorcyclists who asked for a previous run. There has been a desire expressed to do it over again, and, as before, H. J. Wehman will be captain of the motorcycle division. Blanks may be obtained from him, at 84 Nassau street, New York City.

If "Pop-Pop" Meet "Pop-Pop"

LET the "pop-pop" man beware. He can't chug-i-ty-chug through the streets of Kansas City at the speed of an express train—if the police do their duty. Some of them fancy they can. And they do it. An impression prevails that the ordinance limiting the speed of motor cars does not apply to the "pop-pops" or motorcycles. The only thing it does not apply to is the police squad of "pop-pops." It puts a very specific restraint on the "pop-pops" at large. It is the duty of a police "pop-pop" to arrest a speederino "pop-pop" if he can overtake it. There's the only rub.

In the language of the ordinance, motor cars, bicycles, tricycles, automobiles, horseless carriages "or any vehicle propelled by gas, gasoline, steam or electricity" cannot be operated on the streets of Kansas City at a greater speed than specified in certain districts. In the territory between the Missouri river and Eighteenth street, from the state line to Woodland avenue, the speed shall not exceed eight miles an hour, except on boulevards.

Elsewhere in the city and on boulevards the speed must not exceed twelve miles an hour. In addition there are other regulations about passing to the right and slowing up in passing other vehicles drawn by horses that are skittish, and about emitting loud and unusual noises. Motor cars are now muffled and fairly decent, but some of the "pop-pops" give the impression that the Fourth of July is a continuous performance. And the "pop-pop" police can put a check on the "pop-pops" at large. They've got enough law and theres no need of their being saving on gasoline. It's a simple case of "go after them." That's all there's to it.—Kansas City (Mo.) *Star*.

AVERTISING THE DETROIT RACE MEET

CHICAGO'S ENDURANCE RUN

IT took six days to do it, but at last the winner of the Chicago Motorcycle Club's endurance contest has been picked in the trade-rider class. C. S. Hinckley, of Aurora, Ill., on a 5-h. Thor machine, was the only survivor of the elimination trials over the roads between Chicago and South Bend, Ind., which was started on Sunday, Sept. 20th, to weed out the perfect scores in the trade-rider class that had tied for first honors in the two-day, 414-mile Chicago-Kokomo endurance contest, which the Chicago Motorcycle Club ran off on Sept. 14-15. Hinckley's victory was a hard-earned one, as he was forced to ride 1,238 miles through sand, dust and mud before he earned his title to the silver trophy offered by the club. In the original contest R. D. Sporleder, in the private owners' class, had a comparatively easy victory. He was high-score man, on his Harley-Davidson, at the finish of the two days' contest in Chicago, with a score of 957 points. All three of the other competitors in his class succumbed to the rigors of the endurance run.

Of greater interest than the original contest, the elimination trials attracted wide attention. From the moment the starters were sent away on Sunday morning the enthusiasm of the motorcycling fraternity in the West was keyed to the highest pitch, and news bulletins, posted by the local papers, were eagerly scanned for the latest reports. Next to Hinckley, credit for a remarkable showing belongs to Walter Davidson. He was the one rider who forced the issue to the very end, not stopping because of any mechanical difficulties with his Harley-Davidson machine, but simply because business matters at the factory demanded his attention, and the contest, having already lasted 1,104 miles and showing no signs of being soon concluded, he withdrew.

It rained very heavily during the night, and the next morning, when Hinckley started out on his Thor, the roads were in very bad condition and he arrived an hour late in Valparaiso, the first control This, however, gave him the contest, and he then returned to Chicago.

RALPH D. SPORLEDER

Of the seven trade riders who finished the Chicago-Kokomo run with perfect scores, five accepted the issue to pick the winner. Of these one dropped out on the first day because of a broken fork and two were left in the ruck on the second day because of accidents, leaving Hinckley and Davidson to fight it out. Both made perfect scores on the third day, Sept. 22d; but on the fourth Davidson declined to start, and Hinckley won by going to Valparaiso.

In the endurance contest proper, eighteen riders started from Chicago at 6 o'clock on Monday morning, Sept. 14. for the 207-mile jaunt to Kokomo. The course was laid out over some of the worst sections of road that could have been picked out. The first half was fairly good going, but the last hundred miles was through deep sand, full of nigger heads, that made riding anything but a pleasure. The surprise was that any perfect scores should have been left at all. Eleven riders completed the first days' journey, but there were many spills and mishaps in the effort to live up to the 17-mile-an-hour schedule that had been set.

Starting from Kokomo at 6 o'clock on the following morning, the eleven started back for Chicago, where just eight arrived that night. These were Ralph D. Sporleder, on a 3½-h. Harley-Davidson, with a score of 950 points, the only survivor in the private owners' class; the Excelsior team, J. S. Woodworth, A. G. Lyon and G. H. Meiser; G. W. Lyon, on an Indian; Walter Davidson, on a Harley-Davidson, and the Thor team, J. S. Tormey and C. S. Hinckley, all in the trade-rider class, with 1,000 points each to their credit.

A question over the interpretation of the rules in deciding the winner cropped up, and in some way the impression got abroad that the minutes and seconds at the controls would be used, despite the fact that five minutes' leeway was allowed at each checking station. The decision to run off elimination trials until there should be only one survivor was finally made, and on Sunday five of the survivors took up the road toward South Bend. They were required to make the trip both ways in twelve hours, covering 230 miles and checking at six controls. The other two, Geo. H. Meiser and A. G. Lyon, members of the perfect-score Excelsior team, were badly used up in the endurance contest, and their physicians absolutely forbade their taking part in the elimination.

Of the five, Woodworth was put out of the running on the first day, when the fork of his machine broke as he plunked into a deep hole on the outward trip. He made repairs which carried him to South Bend and back to Valparaiso. Here his efforts came to naught, the repairs gave way and he was forced to quit.

Valparaiso was again the hoodoo on Monday. Tormey's engine "froze" here on the out trip, and George Lyon snapped his fork in a manner similar to Woodworth's accident. Davidson had a close call at New Carlisle, when he ran into a rope stretched across the main street to keep traffic off, owing to repairs. He was traveling at a lively gait, but luckily escaped injury, as did his machine.

There were only two starters on the morning of the third day, Tuesday, Sept. 22d. The contest had narrowed down to Davidson and Hinckley, and there was little to choose between them. Both machines were running perfectly, and both men were in excellent condition. Hinckley had the advantage of company and assistance in case of trouble, Tormey, who had secured another machine, riding with him. Fast riding marked this day's run. Controls were neared far in advance of schedule and the spare time thus afforded opportunities to overhaul and clean up the machines. It looked as though the contest might be prolonged indefinitely, and it was this fact that led Davidson to announce, at the end of the day, his intention of withdrawing.

CRANK CASE COMPRESSION—ITS EFFECT

Some interesting experimental investigations [illegible] conducted in England during the past three [illegible] to determine the action of crank case compression [illegible] the power developed by the [illegible] following article, from the pen of J. Okill, [illegible] goes into the [illegible] thoroughly, in response to a previous article [illegible] on [illegible] the increase of power developed by engines [illegible] pressure in the crank case is released." [illegible] tions [illegible], under which increase in power was [illegible], are quite similar. In the one case a [illegible] was made in the crank case, and in the other [illegible] valves were fitted to the crank case.

[illegible] tions under which the least waste of energy would take place would be with the crank case [illegible], the moving parts of the engine being [illegible] as in an ordinary open frame gas engine. This [illegible], an impracticable construction for a motorcycle engine. The next arrangement in order of efficiency would be to have the crank case made completely air tight. With this latter arrangement, when the piston [illegible] the air contained in the crank case would be compressed to a few pounds per square inch above atmospheric pressure, the temperature of the air at this instant being somewhat above that of the atmosphere. On the [illegible] stroke of the piston practically all the work of compression would be given back, except for slight transfer of heat to and from the atmosphere, and the arrangement would be a good one from the point of view of efficiency. If the crank case, piston, etc., were perfect nonconductors of heat, the only energy wasted would be due to the revolving motion of the air contained in the crank case, set up by the moving parts of the engine. A perfectly air-tight crank case, besides being almost an impossibility, is not desirable. Trouble would be experienced by lubricating oil being forced out through the shaft bearings; further than this, it is always advisable to provide for the escape of any exploded or unexploded vapor that may have leaked past the piston into the crank case.

As a rule, all engine crank cases are open to the atmosphere at some point, and air relief valves fitted to engines whose crank case volume varies with piston movement so as to cause compression. When an air valve is fitted, this latter opens on the downstroke of the piston, so that when the piston is at the bottom of its stroke, the pressure in the crank case will be atmospheric. If the air valve is tight, and there are no leakages, the pressure in the crank case at the end of the upstroke of the piston will be below that of the atmosphere, so that in this case the air valve will be of no further use. As a matter of fact, it is impossible to prevent air leakage past the shaft bearings, etc., into the crank case during the upstroke of the piston. The result is there is always some air passing through the air valve on the downstroke, and this is the condition of things we have in practice. Unless the leaks are great, one valve should be ample to allow of the escape of this air leakage.

In order to determine the actual affect on the power of the engine when a number of relief valves are fitted, and also to determine the effect when a number of orifices are made in the crank case, the writer has made a series of experiments on a new 3½ h. Fafnir engine. The most suitable method that suggested itself, so that accurate conclusions should be arrived at, was to drive the engine by means of an electric motor, measuring instruments being placed in the circuit so that the power taken to drive the engine under the various conditions could be accurately noted. As the engine was new, the bearings would be in good condition, all leakage thus being reduced to a minimum. The cylinder proper was open to the atmosphere, the inlet valve and its seating having been removed.

In all the experiments the engine was driven at a speed of 950 r. p. m. The first experiments were made with the crank case completely closed, no air vents being provided, air leakage being prevented as far as possible. The current reading under these conditions was 2.65 amperes. (This reading including the current necessary to drive a line of shafting from a pulley on which the engine was driven.) Without stopping the engine, one air relief valve of light and sensitive construction was allowed to come into action, but no alteration in the ammeter reading was apparent. The introduction of a second and then a third air valve made no measurable difference in the power required, and as as the relief valves were of large area, it is obvious that additional valves fitted to the crank case of an engine, while not detrimental, are at the same time unnecessary.

The second series of observations was made with orifices in the crank case. The current reading with the crank case closed, as before, was 2.65 amperes. The first orifice opened was of .25-inch diameter, the current reading rising to 2.75 amperes. The second orifice of .39-inch diameter gave a current reading of 2.9 amperes. On opening a third orifice of .45-inch diameter, the current reading fell to 2.85 amperes, while on opening a fourth orifice of .45-inch diameter the current reading fell to 2.8 amperes. On opening two more orifices of .437-inch diameter the current required to drive the engine was exactly the same as with the crank case competely closed, i. e., 2.65 amperes. As the combined areas of the orifices was .787 square inch, and it was impossible to arrange further openings without mutilating the crank case, no further experiments were made, the results obtained being sufficiently definite to enable one to draw conclusions as to the utility of orifices.

The interesting feature about the second series of experiments is that they show a critical area of orifices, or an area at which the power required to drive the engine is a maximum, being .077 horsepower above the power required with a closed crank case. The increase in power required with the first orifice open represents the work done against friction of the air passing through the orifice, and the extra eddy motion of the air in the crank case caused by opening the orifice. By opening the second orifice, in this case, the resistance becomes a maximum. The fall in current when a third orifice is opened is due to decreased air velocity, etc., through the orifices. This is still less when the remaining orifices are opened. Even with a total orifice area of .787 square inch, as before mentioned, the current required is the same as with the crank case completely closed or fitted with a valve. The character of the curve obtained, however, would seem to indicate that if the orifice area was increased above .787 square inch, there might be a gain in engine power when compared with a closed crank case or one fitted with an air valve. The phenomenon that it takes more power to drive an engine with an orifice in the crank case than without is well known to those motorists who have experienced a parallel case, i. e., driven a two-cylinder engine with only one cylinder firing, the other cylinder simply compressing, expanding and exhausting, in the one case with its sparking plug removed, and in the other with the plug in place.

MOTORCYCLES are to be in the same class as automobiles in Wichita, Kan., hereafter. At least an ordinance requiring them to secure a number and pay for it, and regulating the speed at which they are to be run, was presented last week and referred to the franchise and ordinance committee of the town.

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Ovington Speaks

IN this issue President of the F. A. M., Earle L. Ovington, publishes a statement on the much-discussed topic of the affiliation of the N. A. M. with the F. A. M. President Ovington went to the N. A. M. meet in September, conferred with the officials there, and a basis of agreement was decided upon. It resulted in a series of resolutions which were printed in the September 15th issue of MOTORCYCLE ILLUSTRATED. It now seems that these resolutions in no manner whatsoever embodied the conditions as decided upon at the conference between President Ovington and the N. A. M. officials. The publication of the resolutions caused so much misunderstanding and discussion that President Ovington felt finally called upon to make a public statement of his position.

It would indeed be a matter of great regret if it were found that the resolutions were tampered with after the conference, and it is matter of great regret that all parties did not remain in convention until the resolutions were finally adopted. In any event, everybody in motorcycling, including the trade, is hoping that the N. A. M. will be wiped out, thus leaving but one national organization in this country. Whether they are amalgamated, or absorbed, or affiliated, or taken in as individuals, no one cares, that is, no outsiders. All the average motorcyclist wants to see is the one organization proposition. In bringing about this project the feelings of certain individuals may be hurt, and it is even possible that the constitution of the F. A. M. may be slightly jarred. But to repeat, no one will care a hang so long as harmony is brought about, that is, no one except perhaps a few partisan or disgruntled individuals who have made the thing a personal matter. What is wanted is harmony instead of past discords.

1909 Show

THE new organization of motorcycle manufacturers struck its first telling blow by concentrating on the Show proposition. Their Show Committee, after careful investigation, cordially and unanimously endorsed the Madison Square Garden Show. The facts on which they based their action are stated on the front page of this issue. In view of this endorsement, it is certain that the Madison Square Garden Show exhibit will be *the* show for motorcycles, in the East at least. The motorcycle exhibit will appear as a unit, in the basement of the Garden, there being no other available space.

Already most of the spaces have been taken and it is certain that there will be a splendid array of motorcycles and motorcycle accessories. As regards the West, it is certain the new organization will endorse the Chicago Show. Several firms have taken space there and no doubt the Show Committee will be enabled to make such arrangements with the Chicago Show authorities as to insure proper accommodations and arrangements that will attract the public. Taking all the facts into consideration, it would seem to be the wisest policy for the trade to concentrate their entire efforts on these two shows, the Garden Show in New York and the Coliseum Show in Chicago.

Regularly Organized

THE F. A. M. is to be congratulated on its selection of a head to the Western District of the national organization. John R. Ball, of Milwaukee, who was elected at the annual meeting of the F. A. M. in New York last July, has taken hold of things in his district in a manner characteristic of his business methods. He has had his assistants elected for the coming year, has had a constitution and by-laws committee at work, the result of whose efforts was adopted at the first meeting of the district representatives held in Chicago the middle of last month, and has stirred up more life in the West than has ever before been evidenced.

The Western District has made it compulsory, by its constitution, to conduct district championship events—races, endurance contests, hill climbs, etc—and in this way it will stimulate the awakening interest in the motorcycle throughout the Western states. It remains for Vice-president Ball, however, to enthuse the other officers of his organization to the need of action and work—hard work. There are many things to be done before the F. A. M. will be as strong in its four districts as it should be, and this step of the Western branch is in the right direction. We should be glad to record a similar movement in the other districts.

To the Cycle Agent

THERE are many cycle agents in this country, numbering in the thousands, who should handle motorcycles. The sport of motorcycling is developing rapidly, and the cycle agent who is a good salesman can readily build up a fine trade. They seem to prefer, many of them, to stick in a "hole in the wall," as one maker puts it, rather than take up motorcycling and thus develop a much larger business, with a better selling plant, and an entirely different scale of profit.

For example: The son of a hotelkeeper in a Pennsylvania town, finding time hanging idly on his hands, interviewed a neighboring manufacturer of a very good machine. He bought one at the *retail* price, bought a second at the *agent's* price, bought a third machine at the agents' price, and was then refunded on the *first* machine.

In many ways he advertised the motorcycle locally, one of his favorite schemes being to whitewash its merits on certain fences and walls in his vicinity. The net result was the selling of twenty-seven motorcycles the first season. There are other arguments which could be advanced as to why the bicycle agent should get busy with the motorcycle proposition—but is not the above a practical demonstration of what can be done enough for one dose?

CRANK CASE CO

SOME very interesting experimental
have been conducted in England dur
months to determine the action of
pression, and its absence, on the pow
motor. The following article, from
M. I. A. E., in the *Motor Cycle*
matter very thoroughly, in response
by "Ixion" on "The increase of
gines when the pressure in the
The conditions cited, under
experienced, are not quite
clear opening was made in
four or five relief valves
Now the conditions under
gine power would take pla
entirely removed, the
exposed, as in the ordinary
is, of course, an impra
cycle engine. The
ciency would be to
air tight. With
descended the
compressed to
pheric pressure
being somewh
up stroke of
pression would
heat to the
would be

This Photograph was taken in front of the Clubhouse of the Los Angeles Motorcycle Club

New Brooklyn Club

... September 14th, twenty-seven
... in Brooklyn and formed the
... Club of Brooklyn, N. Y. One
... the Constitution of the new club calls
... the Federation of American
... thirty days. Failure to do so will
... The following were elected to
... Fletcher; Vice-President, Will-
... Elmer Finley; Treasurer, John
... Deitsch, Jr.; First Lieutenant,
... Second Lieutenant, John Behn; Board of
... Wehman, Grover Cleveland Davis,
... challenge has been sent to the New
... to play a game of baseball at Lyn-
... Sunday, October 4, 1908, the losing team
... After the meeting of the club, a
... by John Pflieger. Louis Decker told
... stories, Fletcher sang a few parodies
... Davis played the piano. About three a. m.
... feeling that the ball had been started
... a good shove.

Commonwealth Club Is Growing

... January of this year the first motorcycling
... ation in Boston, Mass., was formed, and the
... Commonwealth Motorcycle Club, adopted.
... was organized for the purpose of bringing the
... together socially and to encourage runs, tours,
... and in other ways to assist in promoting the use of motorcycles for healthful recreation and travel. The club is now the largest in its vicinity, the membership numbering about sixty, made up of some of the best known riders in Boston, including many veterans of the old bicycle days who have adopted the more modern machines, and many students from Harvard College and the Massachusetts Institute of Technology. Meetings are held monthly, and there are club runs every pleasant Sunday and holiday. The runs are informal. Members, more or less in number, gather at a given point, well known to all, and are then informed by the club captain of the destination and route for that day. The club, by its frequent runs, has stimulated an interest in motorcycling which has resulted in the dealers enjoying a season of unexpected large sales, mostly to new riders. The officers of the club are A. E. Muzzey, President; E. H. Corson, Treasurer; G. A. Ellsworth, Secretary; Theodore Rothe, Captain.

N. J. M. C. Members Plan Run

MEMBERS of the New Jersey Motorcycle Club will hold a club run on Saturday and Sunday, October 3 and 4. Between forty and fifty riders have already signified their intention of taking part in the affair, and more are expected. The start will be made from the Brush-McLaren Motor Company building on William street, Newark, at 2 o'clock Saturday, October 3. The run will be to Freehold, where the party will remain over night, continuing the next morning to Lakewood and then back through Long Branch, Matawan and New Brunswick to Newark.

st 30th. Eighty-eight members, all told, started on the run, which was to Redonda Beach.

Fine Times At Worcester

THE Sunday run of the Worcester Motorcycle Club on September 20th was made around the lake, the route leading through Lincoln street, across the bridge at the lake and thence going along the east shore at Harrington street, returning by way of Grafton street. The party included: President Lincoln Holland, Lincoln Holland, Jr.; L. J. Vaudreuil, leader of the point winners in the club runs this season; I. E. Coombs, A. P. Knight, E. R. Creamer, E. R. Wentworth and H. F. Thurston. Mr. and Mrs. Carl E. Drake and William H. Tannerbring and Miss Wilson rode tandem machines. J. E. Keith, of Grafton, a club member, came to Worcester on his machine and joined in the run.

Some of riders indulged in street sweeping stunts, that they didn't enjoy. Both tandems went down on Lincoln street, which had been freshly watered. Young Keith tumbled when turning from Main street into Allen court and a considerable portion of Main street pavement was as clean as if it was scrubbed. His machine butted against the curbstone, and one pedal was smashed, but he was able to go on the run.

Baltimore Riders Turn Out Strong

THE fine weather of the past month has stirred up Baltimore, Md., riders, and on Sunday, Sept. 13, the largest number of riders at any of the club runs turned out. The crowd was so large that it was necessary to call runs to two different point, Captain Fisher taking a big bunch to Chase's Station, while Lieut. William Wood had a still larger number on a trip through the new Valley road to Glyndon. The return was via St. Thomas' Church road to Park Heights avenue. Five miles of this road proved bad going, as the sand was deep and the road bed rutty. The slow time made, however, was made up when the party struck the new Valley road, the surface of which was in perfect condition.

Record Number At L. A. Annual

JUST eighty-eight strong, the members of the Los Angeles Motorcycle Club made their annual pleasure run to the beach at Redondo on August 30th. When the start was made from the clubhouse on San Pedro street, at 8.45 A. M., the above record number of riders were in line, and the procession took up over a mile of the road, one behind the other, and a great deal of attention was attracted. On the run down from the city the members stopped at Shattuck's for a watermelon feed, arriving at the beach shortly after 11 o'clock. An hour was spent in the plunge, followed by a bowling contest at the O. L. Chadwick alleys, then lunch was served, and another hour of sport was indulged in on the human roulette wheel. At 5 o'clock the return was made, still in a body, and the club rooms were reached at 6 P. M.

THE Indiana Motorcycle Club, of Indianapolis, Ind., elected officers for the coming year at its regular meeting on September 11th. The men who will lead the organization are: Charles Wyatt, President; H. L. Dipple, Vice-President; R. H. Sturm, Secretary-Treasurer; H. R. Bretney, Recording Secretary.

...OVER THE LONG ISLAND MOTOR PARKWAY WITH A KODAK

...show the present condition of a section of the course over which the Vanderbilt Cup Race will ...which motor vehicles may use when completed.

MAY RIDE ON MOTOR PARKWAY

SOME eleven miles of the Long Island Motor Parkway is now almost completed. The Vanderbilt cup race will be held over this portion of the road, together, of course, with other Long Island highways, the latter part of this month. Motorcyclists can spend a very interesting day going over the completed portion and noticing the construction methods. Automobiles are barred from watching the progress of the contractors, because of the many unfinished sections, which are uncomfortable to ride on. A two-wheeler, however, can get around these places without trouble, and enjoy some fine riding on the completed stretches. Leaving New York City, via 34th street ferry to Long Island City, follow through Borden avenue, Jackson avenue, Thompson avenue to Elmhurst (Newton) and then on through Hoffman avenue to Jamaica. This route through Long Island City is very clearly indicated by the numerous road signs reading Jamaica. At Disbrow Bros.' garage, in Jamaica, turn left into Hillside avenue, and follow this until it joins the Jericho turnpike, about two miles beyond Jamaica.

Continue on the turnpike through Floral Park to Mineola. Pass Krugg's corner and continue two miles to the old Westbury road. Then turn right to reach the great cement parkway, one mile away. Approaching from New York, the turn will be recognized by the white board fence and road signs on the corner. The photographs on the opposite page show, better than words can describe, some of the sections of the parkway as they now are. No. 1 shows the western approach to the viaduct over the country road and railroad at Central Park, half a mile from the Central Park railroad station. No. 2 shows the cut through which the parkway passes under one of the roads near Westbury, and is the only cut of the kind on the whole course. The timber work shown is the contractor's cribbing for the concrete bridge piers. This type of bridge construction is used throughout. No. 3 shows the last straight stretch of the parkway, looking east from Central Park. No. 4 shows the only railroad crossing on the course, on the Jericho turnpike, at Locust Grove, between Woodbury and Jericho. No. 5 is a picture of the concrete mixer and a steam roller, together with a grouting crew "making the road." No. 6 was taken at a dangerous down grade curve at Central Park. No. 7 is a banked curve, southeast of Central Park, one mile from the railroad station. This curve is banked for a speed of 70 miles per hour. No. 8 shows the flatiron turn at Woodbury. Here turn to the left on the jericho turnpike to follow the Vanderbilt course.

SOME MINOR MEETS

OVER the Pittsfield-Lenox State Road Boulevard, up Snake Hill and South Mountain for a mile and one-fifth, the Berkshire Automobile Club held a hill-climbing contest on Saturday, Sept. 26th. For three hours the State road, the main artery of the Berkshires, was closed to the public. More than two thousand persons saw the contest. Most of them assembled on a sharp turn. Twelve automobiles and seven motorcycles made the circuitous course, with three hairpin turns. Not a rider was spilled.

Motorcycle summaries: One-cylinder—First, Alfred T. Mason, Pittsfield (Curtiss); second, J. A. Finkle, Pittsfield (Reading-Standard); third, L. V. Vine (Triumph); fourth, Edward David, Lenox (Marsh-Metz). Time, 2.13.

Two-cylinder—First, Charles Gustafson (Indian); second, F. A. Minkler, Great Barrington (Indian); third, Oliver R. Hutchinson, Lenox (Marsh-Metz). Time, 1.38 1-5.

IN connection with an automobile meet held on Churchhill Downs, Louisville, Ky., on Saturday, 12th inst., two motorcycle events were decided. The first, a two-mile race, was won by F. M. Callahan, in a field of four starters. Lee Miles pressed him for second place, and R. O. Rubel, Jr., was third; the time was 3.00 3-5. The other event was a special one-mile match between George Dunham, of Louisville, on his motorcycle "Damfino" (flying start), and George Salzman driving the 120-h. Thomas Vanderbilt cup car (standing start). The latter toyed with Dunham and in the stretch ran away from him, winning in 1.28 1-5.

LAFAYETTE, Ind., September 10.—The Tippecanoe County Fair closed to-day with an enormous attendance. The feature of the afternoon was the five-mile motorcycle race between Arthur Bauer, Roscoe Kenny and Andy Haag. Bauer led from the start and won in 7.37¼. Kenny was second and Haag third. Bauer and Kenny rode Harley-Davidson machines and Haag an Indian.

A GOOD-SIZED crowd greeted the motorcyclists who appeared at the Fair Grounds on Monday afternoon, Labor Day, at Lincoln, Neb. The races were somewhat of a disappointment, as the entries were not up to the number expected, and the times were slow. The results were as follows:

One mile, for belt-driven machines—First, Duval; second, Fletcher. Time, 1.41. One mile, for chain-driven machines—First, Dewey; second, Bates. Time, 1.33 4-5. Five-mile match handicap—First, Diamond; second, Fletcher. Five-mile single cylinder—First, Dewey; second, Fletcher; third, Bates. Three miles, single cylinder—First, Fletcher; second, Dewey. Time, 4.25. One mile against time—First, Dewey. Time, 1.26 4-5. Five-mile pursuit race—First, Dewey; second, Lytle. Three-mile handicap—First, Carl; second, Dewey; third, Lytle. One mile for record, twin cylinder—First, Fletcher; second, Dewey. Time, 1.25.

TWO riders, residents of New York State, are just as much in the dark now as before their hundred-mile match road race as to whom has the speediest machine. The race was run on September 17th, over the road between Erie, Pa., to Fredonia, N. Y., and back again, and was between Charles A. MacBain and Harry K. Zacks. But for the accidents which interfered, the winner would have been doubtful, and both are still "up in the air." They started together, but MacBain obtained an advantage by Zacks losing control of his machine and being thrown. At Harborcreek, MacBain had a blowout, which necessitated a change of tire. In the meantime Zacks passed him. MacBain again took the lead at Brocton and was never headed again.

AT the annual fall race meet of the Harrisburg, Pa., Motor Club, held on the Middletown Fair Grounds track on Sunday afternoon, September 20th, the single motorcycle event, at 5 miles, was won by A. E. Gettys, on an Indian, in 9.26.

REVISED N. S. U. PARTS PRICE LIST

THE N. S. U. Motor Company, 206 West 76th street, New York City, manufacturers of the well known N. S. U. products, has just issued a price list of spare parts for N. S. U. motorcycles, tricars and sidecars, which is ready for distribution among the riders of these machines in America. It is a neatly printed booklet of 60 pages, and specifies, by number, each and every part that is required for the various models of machines manufactured. In connection with the illustration of each part there are sectional diagrams showing each, in relation to the main group. All parts shown in these diagrams are numbered, corresponding to the numbers of the listed components. Thus anyone desiring to do so can instantly find what may be wanted by reference to the list alone, or to the list and diagram for the purpose of identification.

The system is excellent, for it greatly simplifies the task of making replacement or repairs, for no matter how small or trifling the part, it is specified and numbered, with the price as well, so one need only send the number and money. The part will be shipped immediately. This also is evidence that there is positively no inconvenience caused by riding an N. S. U., even though it be manufactured in Germany, for every part shown in the list is carried in quantities in New York and many other agencies. The book is the largest and most complete of its kind that has been published, and unquestionably is of great benefit to both agent and rider as an economiser of time and certainty of correct order. As a convenience it is deserving of much commendation, and those riders who have not received a copy should send request by postal immediately.

NEW "X-RAY" COIL FOR MOTORCYCLES

FOR the past five years the Pfanstiehl Electrical Laboratory, at North Chicago, Ill., has been experimenting on induction coils, with a view to producing a flame instead of the usual small spark for gas and gasoline engine ignition purposes. The idea was conceived of constructing miniature X-ray coils, modeled after the larger ones, that would produce a small but hot flame. This has been accomplished, and Pfanstiehl products are known by the trade name "X-Ray Coils." Among the many different styles manufactured is a motorcycle coil which embodies in its construction all of the features of the other types.

The principal points advanced in favor of this coil lie in the system of winding and insulating, whereby the pan-cake or sectional method of building up the secondary circuit is utilized, and in the fact that every unit is tested on 16 volts of battery current, making it proof against break-downs even on the highest voltages now used for motorcycle ignition purposes. In fact, the makers guarantee it against breakdown under any condition. These coils are put up in polished hard fibre cases that are waterproof and unbreakable, and are designed for single and twin cylinder engines. Catalogues, prices and further data may be obtained from the manufacturers at the above address.

"Delighted" With Ideal Oil

A GOOD word for "Ideal" motorcycle oils was expressed in the letter of Thayer McLaren to W. S. Sheppard, written after he completed the recent New Jersey Motorcycle Club's 203-mile endurance contest. His letter was as follows:

Mr. W. S. SHEPPARD, Newark, N. J.

Dear Sir:—

It may interest you to know that the writer on his F. N. Big-Four motorcycle made a perfect score in the Labor Day Endurance Run. I took this occasion to make a test of your Ideal Motorcycle Oil and was delighted with the result.

BRUSH-McLAREN MOTOR CO.

ANNOUNCEMENT is made of the new twin-cylinder Magnet motorcycle. This has all of the exclusive features of the singles, such as low-riding position, motor well forward, etc., and, in addition, it is equipped with two magnetos. The Magnet Motor Co. have moved to their new headquarters at 302 Michigan avenue, Chicago, Ill., and requests for catalogues, etc., should be sent to that address.

THE Henry T. Adams Co., of 6846 South Park Avenue, Chicago, Ill., are greatly encouraged from responses given their quick-action motorcycle stand. They say that the demand for their stand indicates a healthy condition of the motorcycle business.

Harley-Davidson Will Increase Output

ARTHUR DAVIDSON, treasurer of the Harley-Davidson Motor Company, has been making an extended tour of the eastern trade. Recently he motorcycled from Boston to New York, stopping at all the important towns. He found that, owing to the recent victories of the Harley-Davidson machine in many events, it was much better known than ever before. In other words, most of the men he met said: "Oh! I've read about that machine," which, of course, made his work of introduction all the easier. The Harley-Davidson Company have planned a largely increased output for 1909 and are about to greatly extend their plant.

THE Heitger motorcycle carbureter has proven very popular with manufacturers and riders this season, and many very complimentary letters regarding its performances under ordinary riding conditions have been received by the makers. For 1909 the Heitger Carbureter Co., of Indianapolis, announce an improved, Model C, carbureter which will be ready in the near future.

EVANSVILLE, IND., has a live agency in Korb & Stewart, who are pushing the Excelsior. Robert E. Korb recently made a trip to Owensville and return without stop or incident. The Excelsior has made an excellent reputation for itself in that city as an all-round touring machine.

NEW PIERCE VIBRATIONLESS MOTORCYCLE

PIERCE CYCLE CO., BUFFALO, N. Y.

MANY times in the past several years has this question been propounded: "Why isn't there a Pierce motorcycle?" At last comes the self-convincing answer—the machine itself is on the market. The American public knows what an arch-triumph the Pierce Company's cycles and motors are in design and structure. Now the two are combined in the motorcycle, and it is needless to comment that the conjunction of the Pierce cycle and Pierce motor is a double success.

Lest any one should fall into the error of believing that a motor has been attached to a Pierce bicycle to produce the motorcycle, let it be stated at the outset that such belief would be a fallacy. The new machine is distinctively and classifiedly a motorcycle; it has no heterogeneity in its parts. On the contrary, all the thinking, planning and energy of both designers and manufacturers has been to evolve and offer to the public a new genus in motordom—a cycle for the carriage of a single individual, who, without exertion or inconvenience may, with parlor car smoothness and comfort, travel at a walk or motorcar speed. The ideal above expressed has its mechanical resultant embodied in the Pierce four-cylinder, shaft-driven machine, which is distinctive in large tubing, long wheeled base, mechanically correct spring forks, simple and effective control and a motor weighing but fifty pounds, which, without vibration, delivers to the rear wheel every pound of energy produced, save a negligible discount expended in the gears.

In the geometry of this motorcycle the scientific principles and special features of the Pierce bicycle have been conserved, but only in so far as they adapted themselves to motorcycle construction. The dimensions of tubing, wheel base, bearings, etc., have been increased. All the attributes of quality, stock and dimensions have been figured on a scale of proportion with mathematical accuracy. There is also an intimate harmony of proportion in the size of the motor and the frame with its appurtenances. Like its far-famed prototype, the engine of the Pierce Great Arrow car, this miniature motor develops phenomenal speed, which is reproduced into equivalent horsepower efficiency. In converting the Great Arrow engine into one suitable for a motorcycle, in addition to decreasing dimensions, several other changes were either necessary or advisable. These changes were all made with consummate success and have tended to increase the motive energy and working efficiency of the engine.

There have been a number of machines built by The Pierce Cycle Company for experimental purposes. These are all of one type. They are being used in different parts of the country, and although thousands of miles have been registered by them, it yet remains to have it reported that one has failed to operate at any time or anywhere. These machines delight in hill climbing. As for starting and running, all that is needed is gasoline and oil. The Pierce Cycle Company are prepared to close agencies for 1909 and invite correspondence. The output will be limited and orders will be filled in the sequence received.

Mechanical Description

Frame:—Best seamless steel tubing; top, bottom and upright tubes are 3½-inch diameter by 18 gauge, motor supports and right lower fork 1-inch diameter by 16 gauge, left lower rear fork 1 1-16-inch diameter by 13 gauge and upper rear forks ¾-inch diameter by 16 gauge. The structural design and the material used in the Pierce frame gives it greater strength than there is in the frame of any other motorcycle on the market. It is out of the question to twist this frame by going through deep sand or over rough roads, and any impact sufficient to buckle or force from alignment any portion of it would be tremendous indeed.

A UNIQUE FEATURE

Not only does the large tubing of the frame give added strength and elegance but it adapts itself readily to be used as a receptacle for those motor indispensables, gasoline and lubricating oil. Such a system of gasoline and oil carriage, obviating as it does the use of separate tanks, is a departure bound to have limitless popularity among discriminating riders. The top and upright tubes of the frame contain the gasoline; the capacity is seven quarts, or an amount sufficient to run the motor 125 to 150 miles. The lower or front tube contains the motor oil; the capacity is five pints, which, with the oil in the base of the motor, is sufficient for from 1,500 to 1,800 miles. The tubes utilized for gasoline and oil are copper-plated on the inside.

Front Forks:—One of the features of any successfully built motorcycle is the elimination by mechanical absorption of the vibration impulses received either from motor or road contact. In the Pierce there is no vibration from motor to frame; consequently there only remains to absorb the vibration received from the road surface. This is done by admirable method. As will be readily perceived by reference to illustration of the motorcycle, the frame, or weight-supporting fork, is of the heavy, rigid, triple-crowned type. The ends of this fork do not connect directly to the wheel-hub, but are attached to the ends of the front shock-absorbing fork at the hub by means of steel links. As these links are

ball bearing at both ends, free oscillation results. The front shock-absorbing fork is, of itself, rigid, but the neck operates into a Pierce hygienic cushion cartridge (the same construction as used on Pierce cushion frame bicycles). This cushion is a combined pneumatic and helical spring mechanism and eliminates vibration without transmitting the slightest tremble to the frame.

Handle Bars:—These are of the "V" type and are held in the front forks by the well known Pierce expander.

Mud Guards:—The guards have a long sweep, are wide, protecting the machine and rider. The rear guard is hinged so that it can be raised, thus offering no obstruction to the removal of the rear wheel.

The Wheels and Wheel Base:—Both front and rear wheels are 28 inches diameter, taking 2½-inch detachable tires. The wheel base is 60 inches.

Supporting Stand:—This stand is attached to the rear axle in such a manner as to permit the rear wheel being removed and the stand to remain in use undisturbed.

The Control:—The rider operates the motorcycle, brake excepted, entirely by turning the grips. No lever or bar connections are used. Bowden wire tubes encasing piano wire cables, lead from the grips through the handle bars to the throttle, magneto and the exhaust valves. Turning the left grip actuates the throttle, while the right grip controls the raising of the exhaust valves and the advancing or retarding of the spark. The controlling system is dependable and harmoniously automatic.

The Motor:—The motor is distinctly "Pierce," being of the same general type as the engine of the world-famed Pierce Great Arrow automobile, except that it is modified in size and improved to meet the exact measurements of a motorcycle. There are four cylinders, and in running no vibration occurs in the motor, and no jar is transmitted to the frame. The cylinders are the finest grade of cast grey iron and have wide cooling flanges. All cylinders are separately cast, then accurately machined. The bore is 2 3-16 inches, while the stroke is 2¼ inches.

The pistons are grey iron and have three rings each. The crank shaft is one piece of nickel steel, accurately machined, oil treated, and all bearings are ground true to size. The cam shaft and cams are one piece of steel accurately machined, hardened and all bearings ground. The valve gears, gears for driving the oil pump and magneto are all hardened steel and run in oil. The inlet and exhaust valves are mechanically operated and so carefully constructed and adjusted that almost limitless mileage can be obtained without regrinding them.

The lubrication of the motor is by gear pump, and the operator needs to have no concern on the subject of motor lubrication beyond keeping oil in the tank (neither is it necessary to have a special oil, any good motor oil—not too dense—will serve the purpose). The pump is located in the front part of the crank case and forces the oil through channels directly onto the bearing while the motor is running. The bearings are all large, being ⅞ inch diameter, the main bearings 1⅜ inches long, and the connecting rod bearings 1 3-16 inches long, all of phosphor bronze.

Ignition:—No batteries or cells are used, but in their stead is the infinitely more satisfactory magneto, of the celebrated Bosch type, gear driven from motor. The magneto is securely attached to front of motor and cannot possibly get out of alignment.

OTHER DISTINCTIVE FEATURES

Transmission:—The driving mechanism is by shaft and gears, a disc clutch in the flywheel of motor connecting with a pinion on a jack shaft, which in turn drives a gear on front of the shaft running inside the left lower rear fork tube. This shaft has a bevel pinion on its rear end which engages a bevel gear on the rear hub. The transmission is much the same as that used in automobile construction. The clutch can be quickly released, in case of accident or lack of gasoline, by loosening two nuts, so that the machine can be pedaled without running the motor. The driving gears all run on ball bearings, are made of the best steel for the purpose, and are carefully hardened. The gear ratio is five to one.

Carbureter:—The Breeze is used. This is of the float feed type, and has proven very economical in conjunction with this motor.

Muffler:—This is very simple, consisting of two heads, an outer casing, a perforated inner tube terminating in a tapered nozzle at the rear, and a screw holding it together.

A Brief Category of Condensed Information

Price—List $350.00.
Motor—Pierce, four cylinder, air cooled.
Stroke—2¼ inches.
Bore—2 3-16 inches.
Horse-power—Six to seven.
Carbureter—Breeze.
Control—Grip.
Muffler—Pierce.
Frame—Best seamless tubing, 3½ inch diameter.
Fork—Pierce patent hygienic cushion.
Wheels—28 inches.
Wheel Base—60 inches.
Transmission—Bevel gear shaft, pedal gear ratio 56, motor ratio five to one.
Brake—Pierce New Departure.
Tires—2½ inch Detachable.
Ignition System—Bosch magneto; Mosler spark plug.
Tanks—None; gasoline and motor oil contained in frame tubes.
Valves—Mechanically operated, inlet and exhaust.
Oiling System—Force feed by gear pump.
Clutch—Friction, multiple disc.
Speed—Five to sixty miles per hour.
Equipment—Optional, best throughout.

Pierce in Pittsburg

PITTSBURG, Sept. 9th.—Yesterday quite a sensation was caused among motorcyclists when the new four-cylinder Pierce made its debut in this city. It was being forwarded to St. Louis, but the Pierce representative stopped over here to show the machine to Banker Bros., who are the Pierce agents in Pittsburg. The machine was given a thorough trial on Heberton avenue, which is one of the steepest streets in the city. It was ridden by McCurdy, of the Banker Bros. Co., and tried out against a 4½-h. machine of a famous make. It is said that McCurdy reached the top of Heberton avenue, a stretch of several blocks, some fifty feet ahead of the runner-up. Banker Bros. announced they would have a sample on view within four or five days.

PORTLAND, ORE.—Ballou & Wright, who maintain an important motorcycle depot at 86th Street, advise Motorcycle Illstrated that their Mr. C. F. Wright will leave early in October for a general trip in the East. He will visit all the eastern manufacturers of machines and accessories.

A Traveler's Note.

JUST returned from a western trip on which I saw some very interesting things. In Chicago I was very favorably impressed with the Magnet. Its low seat and long wheel base were features, while the motor placed further to the front than in any machine I have seen, insures clean riding. The frame, too, is remarkably strong, and the machine is well braked. I also visited the Thor factory in Aurora, Ill. It is a very interesting place and their plant is very impressive. While in Chicago I had a thoroughly enjoyable ride on a Thor sidecar.—F. J. W.

THE MOTORCYCLE MART
SELLS THE STUFF
TWO CENTS A WORD

Have You Noticed?

¶ In every big event that tries the reliability, power and speed of fully equipped motorcycles, the

Excelsior Wins

¶ In the Chicago Motorcycle Club Reliability Run from Chicago to Kokomo and return, 415 miles in two days,

In a field of 18 starters
3 were Excelsiors

Eight Finished
3 were Excelsiors
and all with perfect scores

¶ Thus is proven the quality of the Excelsior stock machine, exactly as it is delivered to every custome without special preparation or equipment.

¶ No Excelsior is better than any other, but all are better than any other make.

¶ Our catalogue M. C. 22 tells you why. Write for it.

Excelsior Supply Company

ESTABLISHED 1876

233-237 Randolph Street, Chicago, Illinois

TRADE

Excelsior Attachment and Luggage Carrier

WITH the increasing use of motorcycles for utility purposes comes a demand for a substantial luggage carrier, capable of carrying all the load that the machine will sustain. There is also a demand for a rear seat, for tandem attachment, that

may be quickly applied or detached. The Excelsior Supply Company, 233 Randolph street, Chicago, Ill., are prepared to meet both requirements with their new combined carrier and stand. Both are made of bar steel throughout, are heavily nickeled and can be atttached to almost any motorcycle without alteration or the necessity of drilling and weakening the frame.

The tandem attachment is designed for the use of any handlebar or saddle, and is furnished without either, leaving the selection of these to the purchaser. One marked feature of this attachment is the arrangement whereby the position of the saddle may be adjusted forward or backward, according to the style of the machine to which it is applied or the position desired by the user.

The luggage carrier is, without doubt, one of the strongest and most durable on the market. The deck or platform is made of four steel bars which furnish a substantial support and a most convenient method of securing the packages to the carrier. The stand is the same on both tandems and luggage carrier. When not in use it is held in position by a spring latch and is readily dropped by merely pressing the hand on the latch. The lock, however, is positive and the stand cannot drop on the road when travelling. When not in use, the base is broad and the stand so solid that the motor may be run at any speed without danger of tipping over or accident. The price of the tandem attachment complete, except handlebar and saddle, is $15. The luggage carrier, complete, is $10.

AGENCIES for the new Pierce four-cylinder motorcycle have been established with the Amos-Pierce Automobile Co., 215-17 James St., Syracuse, N. Y., and with Robert Smyth, Eighteenth St., near Fourth Ave., Rockford, Ill.

"Neverout" Gas Lamp and Generator

FOLLOWING the suggestions of various motorcycle owners, as well as manufacturers, the Rose Manufacturing Company, 933 Arch street, Philadelphia, Pa., has designed the motorcycle headlight and generator shown herewith. In them is embodied the result of this concern's vast experience in the motor vehicle lighting line.

The headlight is equipped with a special mirror lens reflector and a forward aluminum reflecting flange. A specially constructed hood is fitted for throwing the light on the road, and, incidentally, protecting the eyes of the rider. The lamp is equipped with two bracket holders, in order to impart rigidity. A holder for flat brackets, at rear of headlight, is furnished only when requested. The headlight has a six-inch face, and is seven and three-quarter inches high. It is made of brass, nickel plated, and fully riveted throughout.

The "Neverout" motorcycle gas generator is made on the most approved lines of acetylene gas generation. It is eight and one-quarter inches high, three and one-quarter inches in diameter, and is fitted with a bracket especially designed for securely fastening it to the front fork. An adjustable clamp is fitted for maintaining the generator in a perpendicular position. The generator contains the "Neverout" patented air cooling system, which insures a steady and bright light. One charge of carbide will furnish gas for six hours' lighting.

Perfect Scores on M. & W. Tires

MORGAN & WRIGHT tires made an exceptionally good showing in the recent Chicago-Kokomo endurance contest and in the elimination afterward run to pick the winner from among the seven tied scores. Of the eighteen original starters eleven were equipped with M & W tires. Of the seven perfect scores six machines were so fitted. One lone puncture was the sum total of all the tire troubles experienced by the riders using Morgan & Wright tires.

THE Brooklyn (N. Y.) and Long Island agency for the N. S. U. has been secured by the Yonkers Sporting Goods Company, whose main store is at 869 Broadway. This company has several other salesrooms in Brooklyn, and will devote a goodly portion of its show windows and floor space to the motorcycle.

IF You want to sell your machine advertise it in the MOTORCYCLE MART, Two Cents a Word.

GOODRICH
MOTORCYCLE TIRES

Built Like an Automobile Tire
Ride Like a Bicycle Tire

STRONG — FAST — EASY

THE B. F. GOODRICH CO., Akron, Ohio

Branches: Chicago, Philadelphia, Boston, St. Louis, Denver, Detroit, Cleveland, Paris, London.

FACTORIES, AKRON, OHIO

Our products are also handled in New York and Buffalo by the B. F. Goodrich Company of New York, and in San Francisco, Los Angeles, and Seattle.

Model BB for Chain Drive

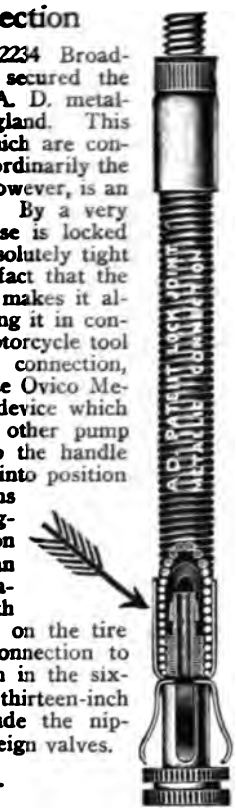
NEW DEPARTURE COASTER BRAKE
For Bicycles and Motorcycles

This is the make so many motorcycle riders are talking about—the make that is reliable every time. Perhaps you are having brake trouble. If so, investigate the New Departure.

The New Departure Manufacturing Co., Bristol, Conn.

New Pump Connection

THE Ovington Motor Company, 2234 Broadway, New York City, has just secured the exclusive American agency for the A. D. metallic pump connection, made in England. This comprises the usual pump nipples, which are connected by a piece of rubber hose, as is ordinarily the case. Surrounding this rubber hose, however, is an armored sheath of spring steel wire. By a very ingenious arrangement the rubber hose is locked securely into the nipple, so that an absolutely tight joint is produced. Furthermore, the fact that the connection is covered with steel wire makes it almost impossible to damage it by leaving it in contact with other tools in an ordinary motorcycle tool bag. Another feature of this new connection, which will be known in America as the Ovico Metallic Pump Connection, is the spring device which holds it inside of the pump. Like other pump connections, it is adapted to slip into the handle of the pump, but instead of screwing into position it is snapped in, and is secured by means of the spring device shown. The Ovington Company have had this connection made up especially for American valves. If you have a foreign machine there is a little nipple supplied with each connection which, when screwed on the tire valve, permits the Ovico Metallic Connection to be used. The price of the connection in the six-inch length is 35 cents, and in the thirteen-inch length 60 cents. These prices include the nipples which adapt the connection to foreign valves.



N. S. U. Motor Co. Gets Agencies

THE famous Shamrock Gloria belts and Excelsior tires, which have gained such high favor in Europe, may now be obtained in the United States, the N. S. U. Motor Co., of 206 West 76th street having obtained the exclusive American agency. This belt is a composition of rubber and canvas; the core being composed of a canvas fabric, strongly and closely woven. This is placed in a long V-shape mold and is vulcanized into or surrounded by rubber; the heavy pressure used causes the rubber to work its way in and about the strands, making a perfect unit which affords a most tenacious grip.

The fact that each belt is made and molded separately guarantees perfection throughout and insures against possible flaws. In many of the foreign speed and endurance contests the S. G. Belts have predominated as the belt drive, and have won for their respective mounts first positions in numerous contests. The Excelsior Tires are of the heavy rubber studded type and are exceedingly heavy and thickly built up at the tread; while slightly more expensive than the ordinary type they soon pay for themselves as they outlast ordinary tires and give a freedom from punctures that is surprising. They are particularly adapted for heavy twin and tricar work, and are ideal when touring in rough country.

The agency arranges matters so that the N. S. U. Co. is in a position to carry on business with both the trade and manufacturers. This company has already been asked for bids from several of the western firms who have recognized the advantages of a perfect rubber and canvas belt. The "ad" on page 36 shows a section of the belt in question and how extremely limber and flexible it is. It is especially adapted for small pulleys and is furnished in many widths.

INDIANAPOLIS G & J motorcycle tires made a remarkable showing at the Indianapolis races on October 10. Of the fifty-six machines entered in the contests, all were equipped with Indianapolis double clincher motorcycle tires, and no tire trouble whatever was experienced by any of the contestants. This is an excellent showing when it is considered that a number of the machines covered from fifty to sixty miles in the afternoon on account of being entered in several of the events.

WITHIN THE FOLD

St. Louis, Mo.—On a tandem motorcycle Eugene F. Cook, a machinist, and Clarence J. Doolan, a linotype operator, have just completed a run to this city from Louisville, Ky., the route being over some of the roughest portions of southern Indiana and Illinois. The effect of the drought over that portion of the country traversed was very much in evidence, the corn crop in many portions, especially in southern Indiana, being poor, shriveled and parched, while the roads were almost impassable, the dust in some places being almost a foot thick. The actual running time between Louisville and St. Louis was thirty-three hours, and this included stops for meals and repairs. The distance covered was 412 miles and only five gallons of gasoline were consumed.

Waukegan, Ill.—Guy Curry and Charles Ferguson are off on their long projected tour of the West and Southwest. They motorcycle first to Geneseo, Ill., where the company manufacturing their machines is located. After a few days' visit they will go south via Peoria to St. Louis, where they plan to stay a week. From St. Louis north to Louisiana, Mo., where they strike the best automobile road, through Missouri to Kansas City. From Kansas City south through Kansas into Indian Territory, thence into the northern part of Texas, where they will stay all winter. It is to be a pleasure trip pure and simple.

Wheeling W. Va.—Edward O. Dunkley, a young Englishman, who is making a cross country trip from New York to Los Angeles by motorcycle, arrived in this city yesterday (October 6) afternoon. He intends to follow the route of the New York to Paris automobilists after leaving Columbus, O., and will try to better their time to the Coast. His journey so far has been made without spending a cent for state licenses, and he has not been stopped by a single police officer or constable.

Minneapolis, Minn.—Three brothers, V. H. and F. Webster, left Minneapolis Tuesday morning, October 6th, on a motorcycle trip across the continent. Their destination is Los Angeles, Cal. The Webster brothers hail from Duluth, Minn. The trip is merely for pleasure and they will not try to establish any records. The cyclists left for Faribault, Minn. From Faribault they will go to Omaha, then to Cheyenne, to Ogden, to Salt Lake City. From Salt Lake City they plan to hit across the country to Los Angeles.

Orange, N. J.—Health Inspector S. M. Gunn has anticipated the action of the Board of Health of that city and bought a motorcycle on his own account. He is fond of riding, anyway, and when he has time of his own in which to indulge himself he does not want to be open to the charge of using public property for private recreation.

Walla Walla, Wash.—Andrew Smith, of 16 Colville street, made the trip to Pullman, where he will attend college this winter, in ten hours, on his motorcycle.

Worcester, Mass.—L. J. Vaudreuil and W. H. Tannerbring, of the Worcester Motorcycle Club, recently spent five days awheel, visiting New York and other nearby cities.

Shelby, N. C.—S. A. Ellis started from here on September 4th on a trip to Noxpater, Miss., on his motorcycle. He averaged 140 miles a day for the first five days of the journey.

Reading, Pa.—Al. Krick, of Allentown, recently visited his parents here, making the trip both ways on his motorcycle.

Council Bluffs, Ia.—A new motorcycle has been added to the ranks, Will Decklotz being the proud owner.

Scull Hill, Pa.—Jonas R. Moyer recently made a trip to Pricetown and return via motorcycle.

Erie, Pa.—Charles Lejeal and Charles Kent recently made a 1,500-mile trip from this city to New York and return.

MOTORCYCLE MART

BUY: SELL: EXCHANGE

Two Cents a Word Cash With Copy

BAKER'S BARGAINS—Our October 15th list. 1904 Indian, single tube tires, single grip, $40. 1905 Indian, Clincher tires, double grip control, in running order, $50. 1906 Indian, 2¼-inch G & J Clincher tires, all improvements, $100. 1907 Indian, twin cylinder, in fine running order, $150. 1907 Yale, new, shop worn, 2 h. p. 2¼-inch G & J tires, $125. 1907 Marsh, 26-inch wheels, in good order, $100. 2 h. p. R-S tandem, combination for lady or gentlemen, $175. Indian Van attachment, shop worn, for delivery purposes, $100. 1908 Indian, twin cylinder, $175. Headquarters for all Indian parts. We repair all makes promptly, properly. Have big repair plant. F. A. Baker & Co., 37 Warren street, New York. Brooklyn branch, 1080 Bedford avenue.

HEATH'S CHALLENGE BELTS—Auto or motorcycle; "V" or flat; any size or length; pliable as a string, grips like steel, non-slipping. State your needs, will send folder and price. Manufactured by Heath, 284 Columbus avenue, Boston, Mass. Carried in stock by Thiem Manufacturing Company, Minneapolis, Minn.; the Auto Goods Company, Denver, Col.; Central City Rubber Company, Syracuse, N. Y.

AGENCY WANTED—A man with thorough knowledge of construction and operation of motorcycles desires to communicate with manufacturers of motorcycles regarding representation in Missouri on commission basis. Address JR., P. O. Box 416, Fulton, Mo.

FOR SALE—1908 Indian, good as new, excellent running condition, new 1909 G & J tire, roughrider grips, tool box with all necessary tools, $150. Need the money. C. Walters, 1340 Shelby, Indianapolis, Ind.

FOR SALE—1908 3½ Harley-Davidson. Perfect. R. C. Kirk, Muncie, Ind.

WANTED—Good second-hand motorcycle, 1907 or 1908 models, will pay cash. Fred Atzel, Marion & Dekato, Avondale, Cincinnati, Ohio.

FOR SALE—Late 1907 "M. M. Roadster," 3½ H. P. Perfect condition. New bushings and tires. Has just been completely overhauled. Crated, ready for shipment. $100. W. A. Butler, Princeton, N. J.

FOR SALE—Indian Twin Cylinder 1908, ridden only 350 miles, in perfect condition, $190. Handsome runabout sidecar built to order for the above, $40. Both together, $225. Leroy Oldham, 300 West Lombard street, Baltimore, Md.

SAMUEL DAVENPORT, a rural carrier out of San Antonio, Tex., uses a motorcycle over his route, and covers 30 miles in four hours. "The idea occurred to me that I could save time by getting a motorcycle," said Mr. Davenport, "and so I did it. The machine which I am now riding cost me $210. I have had tin boxes placed on both sides of it, arranged so that I can lock them and that are watertight, and the machine as it stands cost me $225. But I have found it a good investment and have never had reason to complain. It does not eat like a horse and repairs are not expensive.

"I have had this machine since last July," said Mr. Davenport, "and in that time have ridden it about at the rate of 1,000 miles a month. I have had very little repairing done in that time, my expense for repairs during the past month being only 75 cents. I find the motorcycle better, cheaper and faster than a horse. The actual expense for operating the machine is about $1.80 a month for gasoline. About 10 gallons of gasoline are required a month, counting 25 days to the month." Comparing the average city streets with the county roads, Mr. Davenport says he prefers the latter. There is not so much danger of getting a puncture in the tires on the county roads. Such things as broken glass are seldom if ever seen on the county roads, while he has encountered this on numerous occasions in the city.

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The ONLY Magneto Copper Switch that is perfectly DEPENDABLE.

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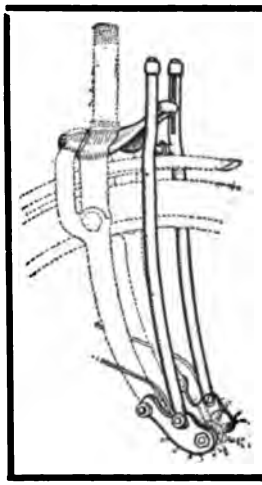

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are different from auto tires in size only. Same tough, resilient casing stock; same heavy woven fabric construction; same high grade tubes built in the shape they will assume when in use.

They are MORE THAN STRONG ENOUGH to stand the service required of them

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Secure Your Territory Now

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Size 40 M, 21-2x6. Size 40 D, 3x6

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Two motorcycle types, 3HP. and 4HP. 1 cyl; two types 2 cyl. up to 6HP

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SPECIAL MOTORCYCLE TYPES. Smallest, lightest and most effective. Weight 4 to 5 lbs. WRITE US TODAY.

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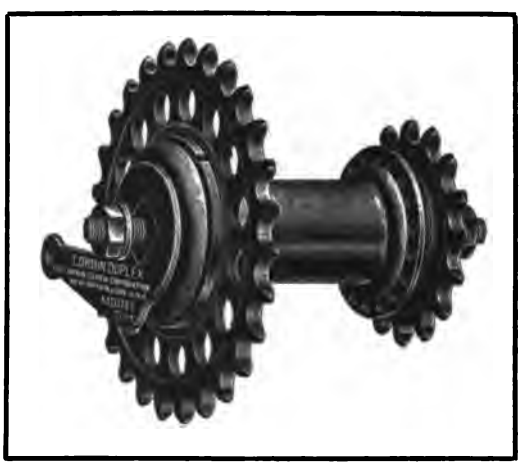
it has proven uniformly satisfactory.

Every one knows that the name Corbin is but another term for quality.



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Just the Thing for the Ladies

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It is strongly built, quickly attached, and every thought is given for the comfort of its occupant. Like riding on air.

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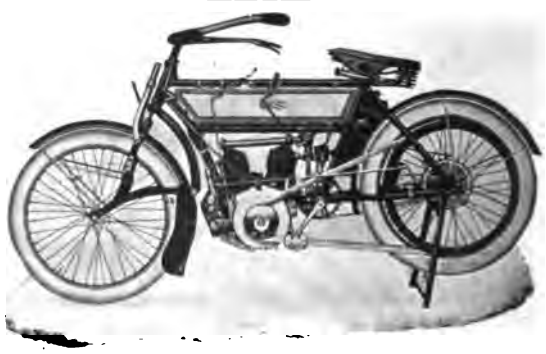

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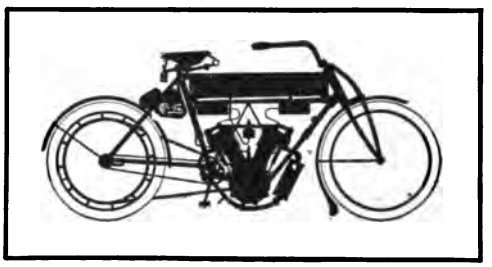

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It also tells just what you ought to know regarding tires, batteries, gasoline consumption, etc.

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25 Cents Extra

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20 SECOND-HAND MACHINES
ALL MAKES, FOR SALE

(F. A. M. Official Repair Shop of the First Class)

FOUR YEARS BEFORE

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Armac Introduced

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We are still using the same Belt

WHY?

Because it is the only perfect transmission for a Motorcycle. *"The Belt that requires no Idler."* Transmission, combined with the many other talking and selling features, makes the Armac Agency most desirable, for a demonstration of Armac's Power, Quiet, Comfortable Riding Qualities is all that is required to get Repeat Orders.

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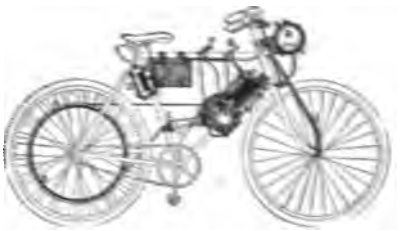

Weight 20 lbs. Speed 30 Miles Per Hour

For $65

Our Motorcycle Equipment, consisting of everything complete to convert any bicycle into a motorcycle, price, **$65.00**

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Motor Complete with Carburetor and Muffler, $55

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Very truly yours,
CROWNSHIELD & BURLINSON.
Per CROWNSHIELD.

Mister Maker and Seller— Don't You Want Some Of This?

After Shaving
use
MENNEN'S
BORATED TALCUM
TOILET POWDER
and insist that your barber use it also. IT'S ANTISEPTIC, and will PREVENT any of the skin diseases often contracted.
A positive relief for SUNBURN, CHAFING and all afflictions of the skin. Removes all odor of perspiration. GET MENNEN'S—the original. Put up in non-refillable boxes, "THE BOX THAT LOX." Sold everywhere or mailed for 25 cents. Sample free.
Guaranteed under the Food and Drugs Act, June 30, 1906. Serial No. 1542.
Try Mennen's Violet (Borated) Talcum
Gerhard Mennen Co., Newark, N. J.

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BEST BY MERIT

A Single-Cylinder STOCK Machine made this Record at Point Breeze Races, Philadelphia, Pa., May 23, 1908

5 Mile Novice Race: L. Steinhauser, First Place
10 Mile Australian Pursuit Race: L. Steinhauser, Second Place
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The Machine You Will Eventually Ride

Bradley Motor Co., 208 Diamond St., Philadelphia, Pa.

To the Buyer of a 1908 Motorcycle

To make Riding Comfortable

YOU MUST USE

Mattson's Sponge Rubber Grips

If not regularly furnished on your new mount, specify them when ordering and get them without extra charge

INSIST ON HAVING THEM

No other Grip can take their place to avoid "THAT NUMB FEELING" in hands and wrists

All up-to date manufacturers are using them. Leading jobbers everywhere carry full line

MATTSON RUBBER COMPANY ∞ LODI, N. J.

THE PERFECT TRANSMISSION

Try

Shamrock - Gloria

RUBBER BELTS

Conform perfectly to the smallest pulley
Do not steal power from the motor
Do not slip—Do not break
And afford the cleanest drive in existence

— WEATHER PROOF —

N. S. U. MOTOR CO., 206 West 76th St., **NEW YORK**

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All of the principal motorcycle records have been broken during the year.

The winning machines invariably used the

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Now Why?

Mr. Manufacturer, this is the proper time for you to get in touch with us for 1909

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O. M. C. Motorcycle Stand

Weight only 3 pounds 9 ounces
Price, complete, $3.50

FEATURES: Rear wheel can be removed without interfering with Stand. Easily attached. Handsome in appearance. Light and compact. Locks automatically up or down. Made of best steel throughout. Released by the foot. Operates from one side. Having no separate legs, cannot get into the spokes.

Clamps of new design, having two point contact on frame, which eliminates all danger of tubing crystallizing. Quickest operated. Beautifully nickeled and enameled in Black and Indian Blue.

Specify make of machine when ordering

Manufactured by

Oberwegner Motor Co.
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Patents Pending.

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The Classic **English Tourist Trophy Race** has been won **three** consecutive seasons by Motorcycles fitted with **Peugeot Motors,** defeating every other prominent make entered in their class.

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Removes Grease, Rust, Oil Stains, etc., and leaves the Skin Smooth and White

8 oz. can 10c. 32 oz. can, 25c. 5 lb. can, 50c.

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You Need the Valuable Little Book Entitled

Construction, Management and Care of Motorcycles

Packed with Practical Information and Helpful Hints

25 CENTS

It is SENT FREE if you will send us TWO SUBSCRIPTIONS, your own and your friend's

MOTORCYCLE PUBLISHING CO., 299 Broadway, New York

N. S. U. Motorcycles ARE TRUMPS

—THAT'S WHY HE LAUGHS—and well he may, for, the man who rides the 1908 N. S. U. will be happy and contented.

HE'LL GET THERE
and HE'LL GET BACK

and what's more at the time set.

There are a few fundamental points of highest merit embodied in the N. S. U. which should be considered by every purchaser, these are:

The Standing and Experience of the Manufacturer;
The Care used in Construction;
The material employed;
The Appearance;
The Power;
Price.

IF you live in JERSEY write to me for information or list. Questions thankfully received.

AL. BARTSCH, Agent for North New Jersey
Anderson Street (Cor. Linden Street) Hackensack, N. J.

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MOTORCYCLE ILLUSTRATED

Vol. III November 1, 1908 No. 15

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61 1/5 MILES IN ONE HOUR BY

THE INDIAN

QUALITY

POWER

STANLEY KELLOGG, HOLDER OF 100 MILE RECORD

100 MILES IN 2 HOURS, 5 MIN., 5 4/5 SEC.

EVERY RECORD 1 MILE TO 100 MILES

GET CATALOGUE No. 4 AND RIDE AN INDIAN

HENDEE MANUFACTURING CO, SPRINGFIELD MASS.

R-S MOTORCYCLES

Are built for every day use, not for speed only; but just the same **R-S MOTORCYCLES WIN**—and win consistently and on merit solely.

On October 10th, on the Point Breeze Race Track, Philadelphia—

R-S Wins Second, ridden by an amateur, who defeated all of the best expert riders of America, except one.

Three R-S machines were entered and all three were in the race at the finish; the only make of machines finishing with all entries.

At Cheyenne, Wyoming, September 19th—

R-S Motorcycles Won First in All Events.

At Washington, D. C., September 4th—

First in All Events.

At Indianapolis, Ind., September 19th—

First in Two Events—defeating **Specials** sent across the country to make a killing.

R-S Motorcycles are renowned for general excellence; not for speed only—No other good quality has been sacrificed for speed in their construction.

STAUNCH, RELIABLE and ECONOMICAL
If you want "America's Best" ride an "R-S"

READING STANDARD COMPANY
READING, PENNSYLVANIA

MOTORCYCLE ILLUSTRATED

Vol. III. No. 17 Dec. 1, 1908

PUBLISHED BY THE MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK CITY

AT THE STANLEY SHOW

NEW IDEAS, PLEASING LINES, MANY DETAIL IMPROVEMENTS AND A FEW REVOLUTIONARY TYPES IN 1909 ENGLISH MODELS

ENGLAND'S Stanley Show, the greatest of all motorcycle exhibits, opened on Friday, November 20, at the Royal Agricultural Hall in London, and ran till the following Saturday, the 28th. Early reports of the exhibits are just to hand, and while the greatest and most marked improvements are, of course, shown in the refinements of design and detail of present day types, there were several new models by concerns just entering the manufacturing field and also by established houses, some of which can be called revolutionary in their lines. These will all have due attention in the following issues of MOTORCYCLE ILLUSTRATED, just as soon as photographs and more detailed information can be had.

In the general trend of design of English, and of other machines imported for the English market, most noticeable are the lower frames and saddle positions on new models; handlebar controls on nearly all machines; the many lightweights—by lightweight is meant a machine weighing in the neighborhood of 110 pounds; two-speed and free-engine gears on many models, both with low and high powered engines. On the latter—that is, motors of five to seven horsepower—the absence of pedals is noticeable, footboards being fitted with brake and change-speed pedals on them. Magneto ignition is almost universal. Of interest, too, are the special models, fitted with big engines, two-speeds and chain drive, designed for sidecar and tricar use.

To American riders the improvements on machines that are now imported into this country provide, of course, the most interest. Among the exhibits of entirely new models is a single-cylinder, lightweight, 2¼-h. F. N., with a two-speed gear, handlebar control, bevel gear drive and pedal brake. The change speed device has sliding gears with ratios of six and ten to one. The lubrication of the engine is by drip feed, with a force pump to give the extra amount of oil needed when running on the low gear. This machine, with 2¼ inch tires, and standard luggage carrier, will not weigh more than 120 pounds.

There was shown two new N. S. U. models. One is a 4-h. touring model, ball bearing engine, fitted so that if anything goes wrong with the ball bearings the journals can be made to run on the plain bearings provided. The rear brake is of the internal expanding type. Control is from the handlebar. A two-speed gear in the rear hub is fitted, allowing of a ratio on high of one and one-half to one. The other is an entirely new lightweight model, weighing only 100 pounds, and fitted with a twin engine, 52 by 74 mm., with mechanically operated valves. Handlebar control is used. Among the other N. S. U. improvements on all models are hinged rear mudguards and new plunger type spring forks.

Minerva models, 2¾ and 3½-h. singles and 4½-h. twins were shown, all fitted with Bosch magneto ignition. Throttle and ignition levers are fitted on the handlebar. A larger oil pump is used, and the back pedaling brake has a larger and wider drum.

The 1909 addition to the Vindec models is the 7-h. twin Vindec-Peugeot engine, 80 by 98, 6 inch adjustable pulley, 20 inch frame, and Truffault suspension. The 3½ and 5-h. Vindec models are retained. All machines have handlebar control. All inlet valves have special adjustable screw caps and lock nuts, so that any amount of valve opening may be used and wear taken up by adjustment.

Among the new machines shown were two models fitted with two-stroke, twin-cylinder engines. One is the L. M. C. lightweight, which weighs only 105 pounds with stand and two inch tires. The engine in this model has cylinders side by side, cast without radiating flanges, and is reported to have carried heavy riders up some famous test hills without pedal assistance and without showing any signs of overheating. The other two-stroke engine is 45 by 90 mm., and is likewise fitted to a lightweight machine. The carbureter on this is of the spray type, and ignition by Ruthardt magneto.

Several new English concerns have entered the manufacturing field. The novelty of the whole show was placed on exhibit by one of these—the James Cycle Company. This machine has a frame of special construction, with tubes all on one side of the two wheels. The saddle is suspended on special flat springs, which are attached to the socket tube on the front portion of the frame and to a lug perpendicularly situated below the saddle. The movement of the flat springs is further controlled by coil springs. Short laminated springs are fitted to the front wheel axle. The steering is a patented device, the steering pin being carried in the center of the hub, the latter revolving over the pin on large diameter ball races. The back wheel hub is similarly constructed, and has a live axle, the belt rim being built up on a separate hub attached to the live axle and running outside the frame tubes. Both hubs contain internal expanding metal to metal brakes.

...VERHEATING

By THE DOCTOR

...sive troubles that at... riders call "over... technical experts ...zen different heads. ...ular misnomer, treat ... and make my subdi... causes.

...N HILLS.

..."overheating" is that which ...n hills. The machine will ...e flat, but as soon as she ... engine will slow down; ...round his feet and the pedal ...te of r. p. m., till his eyes ...t comes thumping up into his ... sweat bedew his noble brow ... then the engine begins to pound, ... pulling up dead in a sulphur... breathless oaths. Many machines *al*... ...addish grades, and their own... ... to believing that the weakness is ... capable of cure, imagining that from ... construction or design the engine runs too ... swells out and jams in the bore, or ... sort, especially if the engine smells a ... usually does under the circumstances ... trouble described occurs only on bad hills, ... spent during a century nonstop over flat... ... easiest thing in the world to cure. It ... overheating at all, but may be ascribed ... lubrication or overloading.

1.—UNDERLUBRICATION.

... case of this to a chum quite recently. He ... late machine, and we whipped off the cylin... ... two minutes halfway up a mile of 10 per cent. ... cylinder and piston were bone dry, and had ... appearance. It was true he was feeding in a ... of lubricant every fifteen miles, but the extra heat ... by opening the throttle wide on the hill, and by ... of cooling draughts as the machine slowed ..., had sopped up the oil like a blotting pad ... an inkspill. We took the machine to the foot ... filled in three pumps of oil and she soared up ... pace.

2.—OVERLOADING.

... overloading be the real trouble, the facts are ... by using an adjustable pulley. You first as... ... hill with the gear ratio set at, say, four to one. ... sticks on the worst knuckle, pounding, ... knocking, sniffing considerable warm. You ... lower the gear ratio to five and a half to one. ... gear and a reduced speed on the foothill ... the machine will obviously get much hotter on the ... *if* overheating is the trouble. But, as a ... fact, she keeps cooler and reaches the top with... ... from the pedals. She snuffed out the first time ... the high gear slowed the engine, and at the slow ... engine did not develop enough power to carry ... the hill. Give her a lower gear and she can ... more power. I have often proved this on two... ... tricars. As long as an at... ... was made, the machine would ... every symptom of overheating; change onto second gear just when the presumed overheating had touched its sultriest point, and the engine would roar away like a stampeded buffalo. Thus the two cures for that sort of overheating which only occurs on bad hills are extra lubrication (or lubrication with a better brand of oil) and a lower gear ratio. Riders having continually to ascend a hill which produces these symptoms should lower their gear permanently.

3.—PERMANENT OVERHEATING.

There is a worse sort of overheating than the climbing kind. You start away from home as pert as a wren, and the machine runs magnificently for—four miles. Then you have to unlimber for a few minutes while she cools down, after which she will do another four miles. This is often genuine overheating; but it is seldom caused by bad carburation, bad lubrication, bad design or bad construction. In 99 per cent. of such cases it is due to a mechanical cause capable of swift remedy.

1.—CLEARANCE OF BURNT GASES.

The first point to suspect is incomplete clearance of the burnt gas. If a lot of stale gas, at an almost flaming temperature, remains in the cylinder after each firing stroke, there is bound to be trouble; such trouble will be due to warping of the engine by retention of heat and to scarcity of room for a fresh charge of clean, cool gas. Make sure the silencer is clear; if the holes are stuffed up with mud and caked carbon, there will be excessive back pressure. Make sure the exhaust valve is getting its full lift, both in height and duration. The valve may have shortened by "spreading" its toe under the constant hammering. Ditto with the tappet. Perhaps the cam is ploughed up through the casehardening being worn through. Perhaps the cam shaft bushes are worn oval, and the shaft is thereby dropped away from the valve toe. Perhaps the valve stem is a tight fit in its guide, and, getting expanded by heat, sticks up for a fraction of a second, thereby reducing compression. Nearly all these defects reveal themselves to the practised ear, as they muffle the sound of the exhaust. Instead of a clear bark, you can hear only a sort of woolly objurgation issuing from your muffler. Some adjustable tappets have been known to adjust themselves and spoil the correct gap of one-sixty-fourth inch, which is all that should exist between valve toe and tappet when the engine is hot. These are the commonest explanations of any overheating which develops in a few miles on the flat. Six other causes also exist, though they are far less frequent.

2.—BAD OIL.

Sometimes an agent of the get-rich-quick type has been known to refill the oil cans of a good brand with cheap rubbish. This oil has a low flash point, and instead of a charge lasting for twenty miles, as the real stuff would, it burns away in four. You imagine you are pumping in your familiar lubricant, and you wonder what the devil is possessing your much tried engine. I remember once running up against a proposition of this sort. I tried everything else I could think of, and finally pumped home four charges, one on top another; then I drove hard for four miles, at the end of which the piston was next door to seizing. Whipped off the cylinder, to find no trace of those four charges. Went back and interviewed that retailer with a club. It is a good tip to stamp an oil can flat after emptying its contents into your tank. Removes temptation from needy retailers.

3.—PREIGNITION.

Sometimes any projection inside the combustion chamber gets incandescent with heat. It may be a bit of porcelain off the spark plug, a rough edge carelessly left on the casting, a scrap of carbon, what not. It will fire the fresh gas before the piston is half way up on the compression stroke. Thus you get the engine working against itself, and it gets as hot as you would if you were mussed over a rush jub. A good cleanout is the cure.

4.—CARBON DEPOSIT.

Sometimes carbonized deposits will coat the piston and cylinder so evenly that there won't be any preignition at all. But the effect of this is to raise the compression ratio of the engine, and the greater the compression the more the heat. Scraping soon puts things to rights.

5.—WEAK COMPRESSION.

It may seem odd that a weak compression should produce heat equally with a compression that is too high. But a leaky compression spells two troubles—slower pace (i. e., less cooling draught) and a wider opened throttle (i. e., more heat). Thus a weak compression distinctly leads to overheating, albeit of a milder order than the foregoing causes. The remedy is to overhaul the valves, piston rings and washer joints.

6.—RICH CARBURATION.

Any surplus supply of gasoline is liable to produce overheating, because imperfect combustion generates heat, and the rider generally fails to cope with it by increasing both the supply of lubrication and the supply of extra air. He should overhaul his carbureter, as suggested in our issue of November 1st, and till he has leisure to perform these adjustments, he may make shift by using a lot more oil and keeping his air valve as wide open as possible and his throttle nearly shut.

7.—OVERHEATING FROM OVERDRIVING.

Sometimes a machine will behave all right so long as the owner does not try to burn the road up; but if he makes a long dash at speed, his engine will run hot, knock and call for a long cooling stop. If the engine normally behaves itself, this is due to one or both of two things. His air supply is incorrect when the throttle is wide open, and, in this case, filing out the airholes a trifle will probably work a cure. Otherwise he has forgotten to increase his lubrication in proportion to his speed. When a man is out for a track hour record, with full throttle open and ignition right forward all the time, he uses a pump of oil per mile regularly, and his air holes are twice as large as those on a touring machine.

499: MY FIRST MOTORCYCLE

By WILLIAM PENN

"There's a Fool born every minute."—*Proverb.*

BEING a High Priest in the select class mentioned above, I proceeded to justify the honor of my exalted position by purchasing a second-hand motorcycle.

At least, that's what most people called it, but I studiously called it by a more humiliating name.

I had often hankered to own a motorcycle. That hanker had lingered with me for several years, but for financial reasons I had to forego the joy and pleasure of motorcycling (for I afterward learned what a real pleasure it is to own a good machine). At last the God of Chance tempted me, and I fell to the depths. A second-hand machine was advertised for fifty dollars.

Burnished on my memory is the image of that fifty dollar money order. I had never understood the ethics of frenzied finance up till that time; but since then myself and friends have considered my education in that line of endeavor quite complete. In fact, that is the only instance that I have ever, literally, been jammed up into a corner and had the double cross worked on me.

But the advertisement was alluring. "A beautiful machine; you would not think it was a second-hand; speedy; powerful; in fact, a fine bargain."

It came!

"A beautiful machine!" The thoughts of avarice mottled my brain so thickly that all I could see was fifty dollar money orders. Its beauty was obscured by frenzied finance.

"You would not think it was a second-hand!" No, you wouldn't. If you possessed only a moderately subdued imagination you would think it had been used by a regiment in the Boer War.

"Speedy!" It had a wonderful burst of speed, noticeably on down grades. On up grades it always assumed a stoical indifference.

"Powerful!" After owning this machine three months I lost all familiarity with the word. A bystander watching my herculean efforts to instill power into it, to get up hill, would think that I was practicing on a home-trainer.

"In fact, a fine bargain!" Yes, it was a fine bargain for the advertiser. I quote a proverb: "There are larger fish in the sea than ever were caught." ~~Not so~~ here. The yahoo that made a sucker out of me got the king of them all.

It was a low, racy-looking affair, one of the popular makes of a few years ago. It was enameled black; that is, what enamel it still boasted was black, and on the sides of the tank in large, white letters was the number, 499.

That number was its redeeming feature. Ofttimes, out on a lonely road, when I had worked myself into a white heat in a frenzied endeavor to get the thing to mote, I would cast it from me in despair, and then meditate on the mystery which that number held. Left to my own conjectures, in the wilderness of Lost Hope, I would think that, perhaps in days gone by, it had won a great race and this was the racing number which it bore. And this thought was soothing to a befuddled brain and a fagged-out body looking for succor in the form of a passing team.

The carbureter was one of those diabolical schemes originating from the leery archives of some rum-dum. It worked all right, when I could get to it; but it was the undignified position which I had to assume in order to tickle its throttle. It was one of those carbureters that, to operate it, you had to go to bed on top of the tank. That is, when you wished to give it more gas, you took a reclining position over the tank, at the same time reaching down to set the carbureter lever, attached to the carbureter itself. It was absolutely necessary that both these movements be simultaneous, because there are times when one wishes to see where one is going. The expediency of this fact was brought forcibly to my mind on several occasions.

Located in the inlet pipe was a tomato-can shutter, for extra air. I don't believe I care to make any further statement in regard to same; except to mention, perhaps, that when it came to doping it out I was *hors de combat.*

This machine had a double drive, and I have known times when both systems threw up the sponge and quit, one busted and the other exhausted. The motive power was delivered to the rear wheel by an endless flat belt, which was made of a strip of canvas with thin strips of leather on each side, sewn together at the edges. The pulleys had no retaining rims and the belt had slipped off so

often that it had worn the rear pulley lop-sided. On a straight road the belt was very amiable, but on corners it was apt to slip off unless I slowed up. Considering the trouble slowing up occasioned I was susceptible to taking a chance in getting around all right. Those times when I didn't I lived to repent.

The belt absolutely refused to remain on when negotiating a corner on a grade, and on those occasions we always visited the neighboring cow-pasture, flower-garden, fence or anything else which was unfortunate enough to be in our course of destruction. On making the turn the belt would slide off and generally get caught into something and break. I wired it together until I returned home and then had the local shoemaker mend it. My habitual appearance with the belt put the shoemaker in a real fussy mood.

But there is one thing that can be said in its favor; it always started away from home all right and worked perfectly until it was some distance from the village; and then the entertainment was on.

I always managed to get home, one way or another, but not without casting its carcass into the purgatorial domain several times, mentally and verbally, during the melee.

It became a habit as well as a necessity that we return home by various and divergent ways. I walked. I also notified the stage driver's wife to have him pick up the pesky jigger on the way home next day.

After a while I didn't have to notify her. Whenever she saw me sneaking stealthily by with that hang-dog appearance she told him, and the next evening my wife would come in and say:

"Dear, that thing of yours is out in the shed."

After two weeks of that I took up blasphemy as a vocation.

It was a peculiar thing that it was never stolen while thus peacefully resting its little soul by the wayside.

At times the stage driver didn't seem to locate it at the same place where we layed down the gauntlet, but its occasional spark of life had not squandered itself and it could always be found within a half mile.

Whenever it had thusly been disturbed, the gasoline was generally all gone, as he who had used it last had failed to shut the supply off and it had nearly all leaked out through the carbureter.

But I forgave him and admired him. He was wise, while I wasn't. He knew when he had enough, while I didn't. But by the roadside, where he gave up and quit, another sucker was born and thrust out into the world.

As far as I was concerned the shed was a morgue for several days after one of my unfortunate runs, and courage came to me slowly. Sometimes my wife would mention it and a sickly smile would illuminate my features. But a lingering fondness for the big, white numbers, 499, induced me to look through the doorway, and once that far I could not resist the temptation to enter once more the place where my fondest hopes died aborning on an average of once a week for three months.

I still have the machine and I consider it priceless. No one will buy it.

And I have since learned that the number, 499, which I cherished so much and which bolstered up my oozing courage in the hours of adversity, was either a Massachusetts or Connecticut license number.

Tragic Death of G. A. Burnham

WHILE duck hunting with a number of friends on Baltimore Bay, near Pearl Beach, Mich., Saturday, November 14, George A. Burnham, general factory manager of the Morgan & Wright plant at Detroit, was killed by the accidental discharge of his gun. After firing one barrel, the trigger of the other caught on the gunwale of the skiff, in which Mr. Burnham was standing, as he lowered the weapon toward the bottom of the boat, and the entire charge entered the back of his head. Although accompanied to the bay by three other officials of the Morgan & Wright factory, none of them was within hailing distance when the accident occurred, and the only witness was the man who had been punting Mr. Burnham about the bay.

Mr. Burnham was born in Portland, Me., October 1, 1874. His parents died while he was an infant and he was raised by relatives in Boston, where he attended the public schools. In 1893, World's Fair year, he went to Chicago and obtained employment in the bicycle tire department of the big Morgan & Wright factory. He advanced rapidly, becoming superintendent and then factory manager. He has been with the company continuously, excepting during a year in the Spanish-American war. When the plant moved to Detroit it devolved upon Mr. Burnham to do much of the planning of the factory from the standpoint of the man who knew best how to economize in time and labor, and he arranged the machinery. The Morgan & Wright factory, one of the largest in the world, speaks for the intelligence of the young man whose untimely death was a shock to a large circle of friends. Mr. Burnham was a recognized tire expert.

AN up-to-date macadam roadway from Norfolk to Richmond, Va., through Suffolk and Petersburg is being pushed by the motorists of that section, and they have interested State Road Commissioner Wilson sufficiently to get him to go over the proposed route.

50,000 Miles on a Motor

MAJOR EDWARD WEED, known as the "Rough Rider of the Pacifice Coast," passed through Chicago the latter part of last month on his transcontinental trip from the Atlantic to the Pacific oceans. Weed is making the journey on a Racycle which has already carried him 49,736 miles. Seventeen states in the union, twenty Mexican provinces and several divisions of Canada have been visited by the sturdy motorcyclist in his travels during the past five years. Lancaster, Pa., was the starting point of the trip upon which Major Weed is now engaged and he intends to close it at Los Angeles.

Before the advent of the motorcycle Major Weed was an enthusiastic cyclist, but his heart soon went out to the speedy little motor "bikes," and for the past five years he has covered more ground than any other man in the United States. The traveler acknowledges to sixty-nine winters; but his upright appearance, splendid physique and remarkable suppleness seem to contradict the statement. "I attribute my good health to the life which I lead," said Major Weed. "I live on a motorcycle, day in and day out. Like the horse of the plainsman it has become almost a part of myself and we are almost inseparable. I am not after any continental speed records so I stop every night at a hotel and ride during the day. My progress depends to a large extent on the nature of the roads, but I can cover about three hundred miles easily. I do not push the machine, however, and my average on this trip has been less than two hundred miles per day."

HEREAFTER motorcycle owners and riders in the town of Wichita (Kas.) must provide themselves with licenses and conform to the speed limits fixed by the council the same as owners of automobiles. The speed limit is six miles at corners, eight miles at street intersections, and ten miles at all other places within the fire limits. The penalty for violations of the ordinance is to be $100. The cost of the license is $5, the same amount which is charged owners of automobiles.

MEMBERS OF THE DENVER INDIAN MOTORCYCLE CLUB.

DENVER ALIVE TO IT

By ELIZABETH KELLY

DENVER has gone motorcycle mad. The city in the heart of the Rocky Mountains that has the reputation of being the automobilists' paradise is going to mean just as much to the motorcycle loving populace.

The holding of regular race meets will do a great deal toward accomplishing the general popularity of the two-wheelers.

In a section of the country where there are innumerable roads twisting and winding through shady lanes and broad landscapes, any means of reaching the otherwise inaccessible nooks is bound to find favor with the lovers of the great outdoors. From Denver there stretch in all directions tortuous paths that lead to pastures green, through which tiny streams flow with refreshing fury.

To the neighboring foothills, a ride of some ten, twelve or even eighteen miles (the distance depends on the route) there is an unbroken road in any direction the rider may wish to take, and the utter absence of steep hills makes these trips doubly delightful.

Of course, in the city itself the motorcycle is fast approaching the favor the old bicycle enjoyed, and for purely commercial purposes. Because the roads in all parts of the city are good, better even than in the days when every second citizen rode a wheel, the motorcycle has been found to be an expeditious traveler, and the speed which can be made on reasonably level stretches is a great advantage.

For long rides the trips to Colorado Springs to the south and Brighton to the north are the most generally favored. Colorado Springs is seventy miles away, but the road is good, with a very little incline. Brighton is eighteen miles from Denver, up the old Sand Creek road, which, in bicycle days, was the scene of many an important racing event. In fact, it was the riders of bicycles who insisted on having that course put into condition for hard travel. It was selected as the route for the Labor Day motorcycle race—the official debut of the motorcycle in Denver. Until then it had been extensively used, but competitive events had not been tried. The Labor Day event naturally give stimulus to the sport, and local dealers say that race is responsible for the heavy sales recorded since September 1.

The best time in that race was made by the Indian. The Apache, however, was the first to finish. The Indian's time was one hour and fifty-five minutes for a fifty-eight mile course that covered some treacherous places. Four times around the fourteen and a half mile course the little panting machines traveled, with no serious accidents to mar the event, and the roads were lined on either side with thousands of devotees of the sport. There was an automobile race the same day over the same course, and, popular as the automobile is in Denver, that even evoked no more enthusiasm.

It is possible that next spring will witness the formation of a club which will take in all the riders of these little machines now in Denver. If it comes to pass it will be an organization with a mighty lot of force back of it. Denver has a club now; but it was given the name of the Indian machine, and is officered by riders of that particular make, and for this reason a great many riders of other motorcycles have not affixed their names to the membership roster. Despite this fact the club is a large one, and its jaunts are occasions for much merrymaking.

It is estimated by the Denver license department that there are about one thousand motorcycles in use in this city. This number is just twice as great as it was a year ago. One agent in the past six weeks has disposed of 150 machines.

There are only three concerns at present handling motorcycles in Denver. They are: Brown & Beck, 1737 Champa street; Hathaway Motor Company, 204 Sixteenth street, and Fred Williams, 224 Sixteenth street. All three agencies do a flourishing business.

The machines sold are the Apache, a Denver make motorcycle; N. S. U., Thor, Reading-Standard, Excelsior, Indian, Wagner, Armac, F. N., Harley-Davidson, Torpedo and Light.

TRICARS, SIDECARS AND DELIVERY ATTACHMENTS

In this article George W. Sherman has endeavored to awaken the interest of both manufacturers and agents in the commercial possibilities of the tricar

TRICARS FOR BUSINESS USE

By GEORGE W. SHERMAN

I HAVE been commissioned to write on the subject of motor tricars and tricar delivery vans, their present and future outlook, the present demand and what we have to fill it with; the possible demand, and what we should have to fill it with, and a general observation of this wonderful industrial field that is to be and can be developed with ease and little expense.

Like all things, it must have a beginning, so I will carry you back to the days of bicycling. When they were most popular you will recollect seeing parcels and packages being delivered through the use of a luggage carrier attached to the bicycle. This method of delivering small packages was so universal that it warranted the firm of Walton & Tinkum of New York City to design what was known as the "Tinkum Carrier," a device like a tricycle, with a good sized delivery box as a receptacle for packages. This firm produced over 500 of these, and they ranged in price from $175 to $225. For general use on asphalt pavements and level ground they were ideal, provided they were not overloaded, but their owners began to overload them and increase the distance they should travel. This increased the labor of the man or boy propelling them by foot power, with the result that they were shunned by those who could pedal them under favorable conditions, and the industry of the bicycle carrier faded away; but still the bicycle carries many bundles and packages, which proves that the merchants, both large and small, seek some cheap and rapid means of delivering goods.

ARMAC SIDECAR DELIVERY ATTACHMENT.

The motorcycle has proved itself to be the most speedy and economic form of motor driven vehicle, and has reached a point of perfection that permits all who own them to enjoy the pleasure of motoring without fear as to their safety or inability to operate the machine. The public is now aware of the fact that it does not require skilled or advanced mechanical knowledge to keep and maintain them, and this has awakened it to the commercial possibilities of the motorcycle. It is surprising to note the number that are today purchased for business use. We find them, like the bicycle of old, being pressed into service for the delivery of small parcels, for the use of contractors, salesmen, telephone and electrical men of all description, physicians, country preachers, suburban real estate men and our rural carriers. Occasionally we hear of the work done by the R. F. D. carriers, and we find most all of them give about the same report, as, for instance, the one in Wabash, Ind., who covered his route, a distance of twenty-six miles, in two and one-half hours and attended to 124 boxes.

Now from this great number of people who use motorcycles for commercial purposes comes the demand for

MANSON LIGHTWEIGHT SIDECAR.

something on similar lines, but which will answer their purpose to better advantage than the ordinary motorcycle. The motorcycle must go through an evolution to fill the requirements and find a place which I am of the opinion no other form of vehicle can fill but the motor tricar. If the commercial field is exploited in the proper manner by makers, who have the cooperation of the dealers, the motor tricar will not go the road of the "Tinkum Carrier."

The small demand first placed upon the manufacturers for an attachment for the motorcycle to carry either merchandise or passengers lead them to conceive attachments adapted to their own respective make of motorcycle. To a certain extent these attachments have filled the bill. The makers of motorcycles were not overzealous in producing these goods, however, knowing that they were taking chances of injuring the reputation of their machines from the fact that the little motors that they had designed to carry the weight of the rider would be overloaded and abused. The amount of work performed by these little motors when loaded up with such vehicles was a surprise, not only to the purchaser, but to the manufacturer. Here and there they were used to some extent, but by degrees these few began to go the way of the "Tinkum Carrier," and the motorcycle again took their places. The reason for this was the fact that the motor and transmission was not designed for this purpose.

Now, in these days when men and things must move with rapidity, man is ready to listen to and take up anything that will be an attribute in executing work with speed; but in order to be successful such device must be

designed for the work and not a makeshift. Express companies, department stores and messenger service companies give the closest attention to the overhead in their transportation departments, this being their greatest problem. They are always ready to test out any device wherein they can save either time or money. This fact is even so with the smallest merchant. Thus we have a grand field to work in, a big industry to develop, and it is up to the manufacturer to produce the proper form of tricar and place it in the hands of a dealer who has courage, enthusiasm and conviction, for such men, with little effort and cost, can create demands beyond their fondest dreams.

So many have remarked that the cheap automobile wipes out this possibility, but such is not the case. The motorcycle tricar can be presented to the small merchant and it can be shown where he can house the machine in his store over night, thus saving garage rent; that a boy can operate and care for the vehicle; that it will do as much work in two hours as a horse drawn vehicle will do in six; the cheapness of fuel and tire maintenance, and many other facts which puts it in a class by itself.

As to the pleasures of the motor tricar—i. e., the passenger tricar—this form of motoring will be more quickly and easily developed through the adoption of the tricar van, which will lead us to become familiar with their general appearance and will eventually tempt many to participate in the pleasure of riding in a tricar seat who would not consider or think of such a proposition today. For the present, in this stage of the automobile craze, it is indeed a big problem to get a woman with million dollar ideas to ride in a tricar seat; but there are quite a few ladies throughout the country who are enjoying such pleasure, and they, as one, voice them the greatest ever.

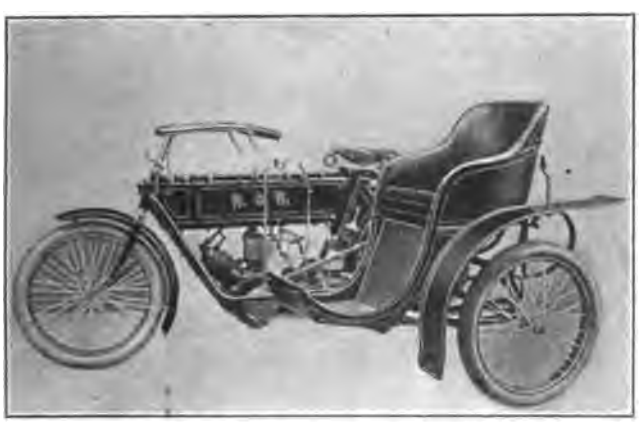
Since the introduction of the first tricar and sidecar in this country, motorcycles have advanced wonderfully in improvements, and this has benefited the tricar situation to some extent. What a merchant demands today, in the form of a tricar, is a vehicle designed solely for that purpose, on lines of strength and durability, having embodied in it a slow-speed motor, either water or fan cooled, having a maximum speed of from twelve to fourteen miles per hour, equipped with a two-speed and free engine device, having the box or van hung on the proper springs. When such a device is conceived and placed upon the market it will require no effort to show the government that it is the thing to be adapted for a more efficient postal service, that it is the means whereby the Parcels Post service can be adopted; it can be shown that its adoption by the contracting and maintenance departments of telephone, telegraph and electric light plants will prove a most profitable investment and a field easy to enter because of the fact that they already use motorcycles.

The motorcycle agent can adopt it and introduce it in a most profitable way by starting a delivery service in his town or city, and by conducting such a business he will demonstrate the commercial possibilities of a tricar van in every phase, while creating demands for them and thus derive more profit. The motorcycle, its maker and the dealer are constantly passing through a state of evolution, and perhaps in the near future we will have an ideal van attachment enter the field. This means a rich harvest; in the meantime, while we are awaiting such a machine, let us be cautious and not spoil our opportunities with a machine that will partially fill the bill. When such a machine is produced you can show and prove to the customer that it costs but little to maintain, that it is not constantly in the repair shop, nor is it possible to burn the motor up by abuse on the part of the driver, that it can haul the load anywhere, any time.

If the motorcycle dealers throughout the country would give this problem their serious consideration and write to the manufacturers of the motorcycles which they represent, giving their assurance of a certain number of sales, it would be an incentive for the makers to take a chance and produce for the commercial field a machine on lines herein mentioned. If each and every dealer would do his utmost to place the motorcycle and tricar delivery van in the commercial field he will succeed in building up for himself a business that is devoid of a craze, and he will have no desire to seek other lines or means of a livelihood.

TRICARS AND SIDECARS IN AMERICA

OUR American manufacturers have, with but very few exceptions, paid scant attention to tricar or sidecar development. There have been many reasons for this apparent oversight of the field as one for exploitation, principally on account of the limited demand for tricars among Yankee riders and the seeming aversion to sidecar attachments. Makers in this country all aim to supply a demand on the part of the public, not to create it. Another very good reason has been in the limited power plants fitted to most American machines. This past year has been the first to indicate the large demand among riders for more power and speed. It is certain that 1909 will be a twin year; that machines fitted with engines of five and six horsepower will become more and more popular.



N. S. U. DETACHABLE SIDECAR.

With them any hill encountered in ordinary riding will have no terrors, and it is pretty certain that a rider will feel inclined to carry a passenger with him. Heretofore he has felt that it was too much exertion to push a heavy tricar up every fair-sized grade he ran across. As an indication that the above prediction will be carried out it can be shown that most of the tricar drivers who have really enjoyed their trips during the past season have been the owners of twin machines. A single is most assuredly too weak for other than solo use, except over very flat country. The two-speed gear, too, will play an important part in the development of this line. Of these, there are several devices that have been put on the market during the past summer, and some of them show promise of being highly satisfactory, when the mistakes in construction which have developed in them have been remedied.

Of tricars now on the American market the N. S. U. Motor Company, of 206 West Seventy-sixth street, New York, make probably the strongest and only nonconvertible car. The machine, as shown in the illustration, was designed for the rough American roads, and is particularly adapted for touring. It is strongly constructed and roomy enough to be comfortable, and affords sufficient space to carry a large assortment of extras or parts. As

TRICARS, SI[illegible]

In this article Geo[illegible] W[illegible] manufacture[illegible]

T R I[illegible]

I HAVE [illegible] motor bic[illegible] and future[illegible] have to fit a[illegible] should have [illegible] this wonderful[illegible] veloped with[illegible]

Like all [illegible] you have to[illegible] popular [illegible] being [illegible] backed [illegible] parts. [illegible] While the sidecar [illegible] is slightly harder to [illegible] but a little practice [illegible] awkwardness. The side- [illegible] and both have been decidedly [illegible] but is easier to drive and [illegible] affording the use of [illegible] bars when riding. On [illegible] the sidecar is the more sociable vehicle of [illegible] and affords better cooling for the engine, the fan [illegible] necessary.

The N. S. U. two-speed and free engine gear is fitted [illegible]. This device is practically indispensable in [illegible] climbing of steep hills or nego- [illegible] the absence of a two-speed gear would [illegible] hard work. For 1909 the N. S. U. [illegible] free engine will be incorporated en- [illegible] which will allow the rider to start [illegible] the stand. A forecar, exactly like photo, [illegible] two-speed gear attachment, will be ex- [illegible] coming shows.

Of the motorcycle makers in the United States the Hendee Manufacturing Company, G. H. Curtiss Manufacturing Company, Fowler-Manson-Sherman Cycle Company, [illegible] Company, the Armac Motor Company and [illegible] Motor Company, have been the only concerns [illegible] attention to either the tricar or sidecar. [illegible] these concerns—the Curtiss, Fowler-Manson- [illegible] and the Armac companies—are alone building [illegible] The American Motor Company did a consider- [illegible] of experimental work a couple of years ago [illegible] brought out a very comfortable light forecar attach- [illegible] At this concern marketed at that time only a [illegible] motorcycle, and it was not strong enough [illegible] the added weight up any but the most moderate [illegible] This trade was not exploited to any extent.

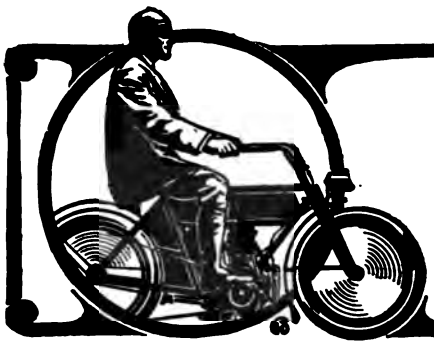
Probably the largest number of these attachments are [illegible] by the Hendee Manufacturing Company, and [illegible] number of Indian tricar enthusiasts can be met [illegible] about the country. It was only after several costly [illegible] that the Indian attachment was presented three [illegible] ago; but the machine has met with considerable suc- [illegible] since, and today it retains the helical spring suspen- [illegible] system that was worked out at that time. This form [illegible] suspension consists of two long, S shaped leaf springs [illegible] support the body of the car from the front axle. Both [illegible] extremities of the reverse S are fastened to the body, and [illegible] center of the spring is secured to the axle. Then, on [illegible] front wheel is a short helical spring.

This form of suspension permits the three-wheeler to be used on any character of road that affords a narrow track for the driving wheel, and affords a degree of comfort not readily described in words. Each wheel of the tricar proper, being flexibly independent of the other, it is free to conform to any depression, elevation or other inequality of the road without regard to its mate, the spring permitting each wheel to yield sufficiently to preserve the equilibrium or even balance of the whole machine. When one wheel is deflected by a depression or obstacle, the other one—and in consequence the entire structure—is not deflected nor does it receive the attending shock. Every other detail has been thought out and carried out with regard to the "eternal fitness of things." The seat is proportioned for real comfort. It is made of aluminum, the cushion springs and sides being upholstered in tufted leather.

All the other tricars that have been made by American manufacturers are also of the light, easily detachable type. They are designed for use with the ordinary motorcycle, and with the coming of two-speed gears and greater power, they will surely become more popular. As for sidecar attachments, they have so far enjoyed only a limited demand from the riding public, and that in the middle west.

The accompanying cut shows very clearly the Manson sidecar. It is of very simple construction and is connected to the motorcycle frame at three points—the seat post, hub of the rear wheel and at the head. The framework is made of ten-gauge, cold drawn tubing. One of the features of this attachment is the telescopic axle on the third wheel. In cities or over good roads the gauge can be narrowed to forty-four inches, while on bad roads or heavy cut-in country roads the tread can be broadened to standard gauge by loosening a pinch bind clamp near the hub of the third wheel and pulling out the axle, which telescopes into the tubing of the sidecar frame. Both wheels of the motorcycle will then run smoothly in one wagon track and the third wheel in the other.

DR. G. B. GIBSON, TREASURER OF THE F. A. M., WHO IS AN INDIAN TRICAR DEVOTEE.



TIMELY TOPICS

IT is somewhat of a surprise to read of the great stir being made in England over the Knight so-called "valveless" engine. It seems the Daimler Works, in Germany, has secured foreign rights to the patents held by Charles Y. Knight, formerly of Chicago, the inventor of the "Silent Knight" motor, and that Minerva Motors, Ltd., are now carrying on quite extensive experiments with small, air-cooled engines of this type with a view of adapting them for motorcycle use. The Minerva people, it is understood, have secured an option on the foreign rights as far as the motorcycle engine is concerned, and have laid out a considerable amount of cash with which to carry out the development of that type.

It would be startling, indeed, to have the Knight motor come back to this country in an improved and practical form, after it had been patented, built and used and then lost sight of here for so long a time. There was the same interest evinced in the invention, when it was first shown here, as is now being worked up abroad. A company was organized and a number of automobiles were built and fitted with four-cylinder motors of the Knight type. Two of the Silent Knight cars took part in, we believe, the 1906 Glidden Tour. Still, nothing is heard of them now.

The Knight engine has no poppet valves with springs controlled mechanically or automactically, such as are fitted to all motorcycles, except those of the two-stroke variety. Instead, it has two circular sliding valves fitting one over the other inside the cylinder, and inside the inner one of the two sliding valves the piston reciprocates. These sliding valves consist of two open ended shells, which are reciprocated in a vertical direction by means of short connecting rods attached to a small crank shaft mounted above and running parallel with the main crank shaft of the engine. The small crank shaft, in the case of the Daimler engine, is driven by means of a chain and pair of chain wheels. Of course, this small shaft is driven at half the speed of the engine. The short connecting rods are attached to the open ended shells at their bases by means of lugs and bearings. It therefore follows that, when the small shaft is revolved at half the speed of the engine shaft, the slide valves are reciprocated vertically, and each makes one upward and downward movement to two similar movements of the piston.

Cut in the walls of these shells or sleeves are ports extending a considerable way round, which are covered or uncovered by the sliding of the shells over one another and in the cylinder. The exhaust ports are on one side, the inlets on the other. At certain periods, in accordance with the position of the piston, the ports in the sleeves and in the cylinder casting register with one another, thereby allowing fresh mixture to enter the cylinder, or exhaust gases to escape, as the case may be. The engine is worked on the four-stroke principle, and in this respect does not differ from the ordinary engine.

OUR English cousins have so often accused us of being "slavish copyists" that it is with no little pleasure we draw attention to a description of the new model Zenette, which appeared in the *Motor Cycle* (English) of October 28. This machine was illustrated, and most noticeable was the appearance of the top tube. This was sloped, from the head to the seat post, apparently some two inches, this method of construction affording the rider a very low saddle position. Which is all very fine, and we agree with the writer when he says: "We must congratulate Zenith Motors, Ltd., on utilizing the sloping tube, so long obsolete in cycle practice, in order to obtain this end."

The rub will come some day, however, when one of the English writers gets hold of an illustration of the Royal Double-Diamond, and will, of course, think, if not write, "slavish copy." It may be that the rakish looking, sloped upper tube is not new on the other side; certain it is the Royal Motor Works have been building frames this way for some time here. At any rate, we do not wish to be called names in this case. The Zenette frame is in many ways similar to the construction adopted by the Royal people, though the two machines are totally different.

THAT projected hundred mile road race over the Long Island Motor Parkway next spring should prove an eye opener. There never has been an opportunity in this country to hold a race over such a perfect road surface as the parkway affords, and it is fairly certain the two-wheelers, if they do get together as planned, will make things go round. Twenty machines, or even fifty, would be lost on the circuit over which the recent Vanderbilt Cup race was run; therefore, to make such a race interesting to the grand stand spectators would of necessity require some arrangement of a short course, one that would bring the competitors past the stand at frequent intervals. A suggestion has been made that two big loops be built, temporarily, one about two and one-half miles each side of the grand stand. The riders would then pass over the same course in both directions, which might not be feasible. It is a sure thing, however, that an event of this kind would be not only spectacular, but of considerable value to the makers whose machines were entered.

MANY are the riders all over this broad land of ours that are anxiously awaiting the coming of the shows to see what 1909 will bring forth for their consideration. All kinds of rumors are being whispered about; changes from chains to belt drive, from flat belts to V's, loop frames, big twins, and little twins, larger tires, magnetos and so on. If you are an innocent mortal, and believe all you hear these days, wondrous are the rarebit dreams that are floated across your vision by the knowing (?) ones. The fact is, those who do know are not talking. Our manufacturers are guarding their new features very jealously; they do not want anything to leak out about the surprises they intend to spring on us at the coming shows. So we will have rest, contented or not; till the proper time comes and the makers trot out the new models and submit them for our verdicts.

N. S. U. NONCONVERTIBLE FORECAR.

shown, it is built up on long, substantial ... which extends from rear to front wheel ... ther braced and supported by tubing ... steering head. This design, a feature ... the leaning of the back wheel to one ... fect balance. The track of the ... thereby lessening the strain on the ...

The equipment otherwise is the ... magneto ignition, twin-cylinder ... stantial cooling fan driven from ... The coach built body (cane ... supported most comfortably ... semi-elliptic springs, and ... in soft, strong, black leather ... mudguards, with steel ... brackets, stand and a ...

The N. S. U. rides ... ly than the wheel, ... bolted to the ... is handier to ... panionable ... handle when ... will soon ... car and ... erence ... Both ... successful ... more ... more ... pedal ...

OVER ROCKY ROADS.

These two pictures were taken by A. C. Pillsbury of Oakland, Cal., who makes a specialty of photographing California scenery. He uses the twin Indian, shown in both views, in getting about through this region, and finds it both a great convenience and time saver. The upper picture is of a "Wagon Road (?) at Hampshire Rocks," the lower a "Road by the Yuba River."

FEDERATION NEWS

A RULING has been adopted by the F. A. M. competition committee in connection with trophies offered for a series of competitions, or that must be won more than one time to constitute ownership. The ruling was formulated as a result of the controversy arising over a challenge cup in Los Angeles last spring. The cup was offered without any conditions attached, and after winning it once the holder turned professional and claimed the right to compete for it in a second event. The new conditions are as follows:

As a result of the race in California in which a challenge trophy was offered without a deed of gift or other conditions and in which, after winning it, the amateur turned professional and then claimed that as the holder he still was entitled to compete for the prize, the F. A. M. competition committee has adopted the following rule:

"In the condition of any trophy offered for competition which is to be competed for more than once, it shall be distinctly stated what class of cycles and riders it is open to and what intervals between contests. In cases where donor does not specify, the rules and conditions under which such trophy is first competed for shall establish the status and shall not be altered except upon written consent of the national competition committee. No trophy of such class shall be competed for unless notice of the competition shall have been published at least thirty days before contest. On good reasons being shown, the club or persons holding a trophy may allow it to be held over for such period as they think fit, subject to approval by the national competition committee. A suitable guarantee may be required for the safe keeping of a trophy, but it must be so stated before such contest at which it is to be competed for. The holder of such trophy shall be considered as entered for the next contest—provided he is still eligible to compete—unless written notice to the contrary is given the committee, but shall not be allowed to compete unless his entry fee is paid before the close of the entries. All competitors shall be deemed to have subscribed to the conditions of competition for the trophy upon signing the application blank, and any dispute which may arise shall be referred to the chairman of the competition committee, whose decision shall be final. The original deed of gift in writing shall be held in custody of the chairman of the F. A. M. competition committee."

VICE-PRESIDENT E. L. BUFFINGTON of the Eastern District, Federation of American Motorcyclists, has called the members of the district to the first meeting, which will be held in Turn Hall, 305 West Fifty-fourth street, New York City, on Saturday, December 5, at 8.30 p. m. This meeting is in accordance with that provision of the F. A. M. by-laws which requires the vice-presidents of each district to call a meeting for the purpose of electing a secretary and treasurer.

Aside from these elections there will be various committee reports, and the transaction of other business. The need of the district organization for its future development, and plans toward that end, will also come up for discussion. Vice-President Buffington hopes to stir up considerable enthusiasm, and bring out some new ideas. He asks all members to attend, and says: "You have had a mighty easy time so far. It's high time you did something. Now, here is your chance. Attend the first meeting of the Eastern District, which includes in its membership more than one-half the entire membership of the F. A. M. Consider the importance to the sport of motorcycling, of the business of this meeting (the election of officers, etc.), also the fact that the future of the sport in this district must be governed by the actions taken at this meeting."

REFEREE DOUGLAS has disqualified Watson J. Kluczek, of West Orange, N. J., who took second place in the race for private owners at the F. A. M. championship meet at Morris Park, New York City, on November 3. It became known that Kuczek is a dealer and was not eligible for the race he entered. Douglas also has the status of two other competitors in the same event under consideration, and if his suspicions are proven correct he will ask the F. A. M. competition committee to visit summary punishment on the offenders.

THE suspension of A. T. Mason, J. A. Finkle, L. B. Vine, E. David, F. A. Minkler and O. R. Hutchinson, for participating in the unsanctioned hill climb promoted by the Berkshire (Mass.) Automobile Club, in the latter part of October, as well as for competing without being registered, has been announced by Chairman Morton of the F. A. M. competition committee. The men have been shelved for six months, the suspension dating from October 26.

WARNINGS by the bureau of tours of the Automobile Club of America have been issued as follows:

Members going east on Boston Post road are notified that, owing to road construction, a detour is necessary at Rye, N. Y. Just beyond a brick pavement at Mamaroneck, instead of taking right fork down hill, keep straight ahead (left fork) into Harrison, following the marks of main travel, always bearing to the right.

Speed ordinance rigidly enforced on South Shore road, between Amityville and Copake.

Policemen on motorcycles operate on Jericho turnpike and also on Hempstead turnpike, east of Queens, L. I.

The macadamizing of the Albany Post road, between Ossining and Peekskill, is finished.

AT a meeting of the Western District, F. A. M., at the New Southern Hotel in Chicago on Wednesday, November 18, F. C. Robie was nominated by the members for the Vice-Presidency of the district. Mr. Robie, who is general manager of the Excelsior Supply Company, was named to succeed John R. Ball, formerly of the Merkel Motor Company, who has removed to Pottstown, Pa., to take up his duties with the recently organized Merkel-Light Motor Company. Mr. Robie's name was put in nomination by John T. Fisher, and was accepted by the members by acclamation.

RUSSELL SMITH, the young Scarsdale (N. Y.) rider who showed up last as an amateur in the F. A. M. annual endurance contest this year, has become, by virtue of his appearance at several southern tracks with the Lewis Strang automobile racing troupe, a full-fledged professional. He has been transferred to the latter class by the F. A. M. competition committee.

The average cost last year of the 27,556 miles of main road in England was $365 per mile.

...R DAY'S OUTING

By TOURIST

...er when the days
...at I mounted my
...e, Md., for a four
...ettysburg, where I
...eautiful battle-fields,
...he Civil War raged
...miles of fine macad-
...are kept in repair by

...he famous summer re-
...enced fairly good roads
...about ten miles beyond
...very poor. After dinner I
...there about 4:30. Shortly
...a large fire occurred in
...from Hagerstown, which I
...arrived there before the en-
...on the train.
...for Cumberland, via Chambers-
... From Hagerstown to Cham-
...hed Fort Loudon, the roads were
...t from here commenced the real
...legheny Mountains. The ascents
...wo miles in length, and many were
...ng. There were some long stretches
...mountains. Before I reached Everett
...miles of sand, all down-grade. I was
...from Fort Loudon to Everett—even
...red to pay this tax. Some of the toll-
...e superannuated, and it would have been
...have gone through without paving, as
...that I have gone through) in Pennsyl-
...p, whereas in Maryland they are always

...at McConnellsburg this day, about forty
...gerstown, and filling my tank afterward a
...happened. A man jumped and grabbed my
...nough he were going to put me under arrest.
...cycle repairer and wanted to know something about building up a wheel. After showing him he thanked me and seemed much relieved. After stopping at Bedford Springs a short while I left for Cumberland, and when I rode up to the Windsor Hotel in that city my cyclometer registered 111 miles from Hagerstown.

The next morning I left for Hagerstown, via Hancock. The first ten miles out were not bad, but from Flintstone to Hancock, about thirty miles, the going was simply terrible. The road had been washed so many years by rains that it was merely rocks and holes. From Cumberland to Hancock there is nothing but a wilderness, and I did not see a single soul from the base of one mountain to the base of another. I now fully appreciate the flexibility of control on my twin, and do not think I could have negotiated some of the mountain grades without it, as I was obliged to shut off on some curves of the steepest grades and then let "her" out again. From Clear Spring to Hagerstown the road is level and uninteresting, save for the capacious taverns, and stables and smithies, which time has left standing.

The next morning I left for home, via Frederick. The first macadam road in the United States was laid between Hagerstown and Bonnsboro. Also what is claimed to have been the first monument erected to George Washington was put up on the rocky summit of South Mountain—built by the citizens of Bonnsboro. The cornerstone of the Washington Monument in Baltimore was laid in 1815, while the South Mountain shaft was erected in 1827; but the Baltimore memorial was not completed until 1829, so that the South Mountain monument has the advantage of two years in point of erection. I stopped in Frederick to see the tomb of Francis Scott Key, and then left for home.

My total mileage was 380, and throughout I did not experience any trouble whatever, except a fouled plug. My magneto gave perfect satisfaction; in fact, I cannot speak too highly of it. One thing I noticed in particular, and that was the hospitality of the people I came in contact with and the interest they took in my machine, as many of them had never seen one like it before.

KINKS AND WRINKLES

One resourceful rider describes a roadside repair that gave him much satisfaction. The push rod and exhaust stem had worn so gradually that he did not notice the loss of power, until miles from home he encountered a certain steep hill which his motorcycle did not "take" as usual. In fact, it stopped in the steepest part. Knowing carbureter adjustment and throttle to be O. K. and spark correct, he at once looked at the spring of the exhaust valve. This appeared to be stiff enough, but the gap between the push rod and the valve stem was a full one sixteenth inch too wide. This space must be not over one thirty second inch, therefore, to fill this extra one-sixteenth inch space with the tools and material from the tool bag was the problem.

The advice of a friend—to bend over the edges of a penny, to keep it between the push rod and the valve stem was recalled, but a herculean effort to get the required bend resulted in producing a large dent in the top rail of a nearby fence, while the penny was lost in the tall grass when it flew out of the jaws of the pliers. The tool box yielded a short piece of a bicycle spoke, which led to an easily solution. By removing the cotter key under the exhaust spring washer and inserting the end of the spoke, and bending it around under the end of the valve stem, squeezing the bend tight with the pliers in such a manner that the wire could not come out, and then carefully filing it down, our ingenious friend had a filler that was just of the right thickness to give the valve the proper opening, as intended by the builder. After warming up on the stand machine sailed up the hill in glorious style, and for the rest of the day continued to give satisfactory speed and power. On returning home a push rod of proper length was fitted, and the cotter key in the exhaust valve stem was restored, thus making a permanent repair.

EXHAUST valve springs are quite hard to replace after they have been removed to make repairs. Putting the springs back in place may be easily accomplished by pressing the springs together in a vise and tying in three places on each spring with light wire or strong cord, and then putting them in position. The binding wires can be cut and removed after the washer and cotter pin have been put in place.

A CARBURETER which had always given trouble in starting, and was also very wasteful of fuel, has been greatly improved by introducing baffle plates close above the jet. They break up the gasoline spray and improve the mixture enough to enable the machine to run twenty miles more to the gallon, at a higher rate of speed, and to also start without priming.

FOUR PERFECT SCORES IN OAKLAND CONTEST

By ELIZABETH GREGG

BY long odds one of the most strenuous events ever run off in this country was promoted and successfully held by the Oakland (Cal.) Motorcycle Club on Saturday and Sunday, November 7th and 8th. It was an eighteen hour reliability contest, on a twenty mile an hour schedule, and of twenty starters only four finished with perfect scores. With sealed machines these four rode 360 miles without making an adjustment of any sort, and without losing time for any other reason. The 1000 point men were: W. P. Williams, Excelsior; F. E. Karslake, Curtiss; H. Lorenson and W. Dryer, both on Indians. Two Thors finished; but their scores were not perfect, as some minor difficulty had caused the breaking of a seal in each case.

The course chosen by the club was over what is known as the San Leandro triangle, a forty mile route commencing in the town of San Leandro, a suburb of Oakland, going from there through Mt. Eden, Alvarado, Centerville and Irvington to the Mission San Jose, and from that point back to San Leandro through Niles and Haywards. The contestants were required to make one round every two hours, five minutes leeway being allowed in San Leandro.

The machines were sealed and the penalties for breaking seals were as follows: Exhaust valve, 25 points; inlet valve, 25 points; plugs, 5 points; battery box, 20 points; carburetter, 20 points; timer, 15 points. Contestants were penalized one point for every minute late, and two points for every minute early in arriving at San Leandro.

The run commenced on Saturday night at ten o'clock, and where bright moonlight had been counted upon to aid during the night ride, a heavy fog enveloped everything so that the riders could not see a yard in front of them. The dampness made the roads muddy and slippery, and altogether, the night hours were not enjoyable. Twenty machines were entered: three Reading Standards, six Thors, five Indians, and one each of the Excelsior, Curtiss, N. S. U., Webster, Harley-Davidson and Minerva. The riders were started five minutes apart.

There were varied experiences through the long night ride. Several riders went out in the first few laps for different reasons. One machine had a frame broken, another the forks, and in a third the spark plug was blown out. When a man lost so many points that he had little or no chance of winning he dropped out, and because of various troubles during the night there were only nine machines competing by morning—two Reading Standards, two Indians, two Thors, and one each of the Excelsior, Curtiss and N. S. U. Three of these dropped out before afternoon, and only the six whose names and time have been given finished.

While three prizes had been offered originally, and it had been agreed that if more than one rider had a perfect score at the end of the eighteen hours they would ride until only one was left with a clean sheet, the plan was changed when the regular course had been run. It was decided by the officials that it should be left with the winners, Karslake, Lorenson, Williams and Dryer, whether they would ride for elimination or each accept a cup for making the 360 miles with a perfect score. All but Karslake were satisfied to stop, but the gritty rider of the Curtiss was so sure his machine would outlast the others that he was willing to ride all night. As the majority favored stopping it was agreed to let the contest end with four perfect scores and a cup for each winner.

One reason for the intense interest in this reliability run was the fact that victories have been pretty well divided in recent motorcycle events. This fall the Thor won at Santa Rosa, the Indian at Tanforan and the Curtiss, with Karslake riding, the endurance run to Fresno and return. The Excelsior, which made a good record for itself in this run, is a new machine to this part of the country; but from the score it made it will doubtless vie with these other machines in future contests.

It was for the most part a sleepy crowd that saw the close of the run at San Leandro, for aside from the usual crowd of small boys and a few autoists, the men who saw the finish had been on the spot the greater part of the eighteen hours. Only an enthusiast will be so faithful, and it speaks well for the motorcycle game that so many people were interested. Certainly it speaks well for the Oakland Motorcycle Club that its first large undertaking should be so successful. For with over twenty motorcyclists on the course, riding for a great part of the night in a fog so dense that it was impossible to see, no accidents occurred. In fact, things could not have gone more smoothly, for there was no excessive speeding, and no complaints of law breaking were made in the towns through which the course ran.

"Hermis" Won From "Old Mule"

EX-JOCKEY ARTHUR REDFERN and Russell Smith contributed their share to the fun at the Fair Grounds in New Orleans, La., on November 8. They rode in exhibition with the Lewis Strang automobile racing outfit, and could, of course, get no amateurs to ride against them. Smith had been heralded in the local papers as "Russ. Smith, the Champ. Motorcyclist," and was reported to have made a mile at Providence in "51 flat." The race was reported as follows:

"A great deal of interest was centered in the motorcycle race. Of the four that were entered only two started—Arthur Redfern, with his machine 'Hermis,' named after the famous race horse of that name, and Russell Smith, with 'Old Mule,' a machine that he has won any number of brilliant events on. As far as racing is concerned there was nothing to it but Redfern. He knew the track to a certainty, and only once was Smith a bit dangerous, and that was in the first mile, when he was all but even with Redfern. But after that it was no race. Redfern going to the front and, remaining there to the finish, won easily. Those who witnessed the work of Redfern were impressed with his skill. He rode his machine in the same style that he did thoroughbreds a few years ago at the Fair Grounds."

Delevan Takes Aurora Cup

WINNING the highest number of points in the meet given by the Aurora (Ill.) Motorcycle Club at the Driving Park on Sunday, November 15, Jack Delaven takes the big silver cup emblematic of the championship of the club, as he had already two legs of the trophy.

To win the cup it was necessary to win the greatest number of points in three different meets, and Delaven accomplished the feat. He took three events in the last meet, and Howard Holk two. DuSell, winner in one of the meets was third in two events and then dropped out. The summaries:

One mile time trial—Won by Delaven, Harley-Davidson; Holk, Thor, second. Time, 1.26.

Three-mile—Won by Holk; Delaven, second; DuSell, third. Time—4:30.

Five-mile—Won by Holk; Delaven, second; DuSell, third. Time—7:30.

Ten-mile—Won by Delaven; Holk, second. Time—13 minutes.

Pursuit race—Won by Delaven after running twenty-four miles; Holk, second.

DIZZY WHIRL IN PATERSON ARMORY

THOSE two veterans of saucer track fame—Prince and Eck, capped the climax at Paterson, N. J., Saturday night, November 21, when they pulled off a fifty-mile match race between "Jake" DeRosier and "Gus" Lawson on the twelve lap indoor track at the armory of Company E, Fourth Regiment. The race was a sort of last resort to incite interest in indoor bicycle racing at the Jersey town, and was arranged in one day's time. DeRosier was hurriedly called from Boston with his new Indian track racer, and as a competitor Lawson, the well known pacemaker, who had only just arrived from abroad, consented to ride in the dizzy whirl.

A telephone message was received by the N. S. U. Motor Company in New York, at 4 o'clock Saturday afternoon, asking for a racing machine, and the big N. S. U. pacemaker that Arthur Mitchell has been using the past summer was stripped as lightly as possible and made ready.

At half past eight, with about 2,300 spectators agape with astonishment, Tom Eck fired off the gun and the two men whirled away together at a speed wonderful for such a small track. Time and time again the people were brought to their feet with yells as DeRosier would attempt to steal a lap, but Lawson held on wonderfully and in turn would pass DeRosier. Once, during the thirty-second mile, Lawson gained a half lap on DeRosier, but, to the disappointment of the crowd, he did not maintain his advantage. DeRosier caught him again in six or seven laps. In about the fortieth mile, while Lawson seemed groggy from the strain, DeRosier speeded his Indian up and during a twelve lap sprint was able to gain a lap on his competitor. This, of course, again brought acclamations from the ring inside the saucer, which, by the way, resembled more a tin pail than a saucer on account of the steep banking.

The forty-sixth mile again brought disappointment to the crowd, as Lawson was compelled to retire. A broken wire terminal caused the trouble, but was quickly attached and the machine, ready for the rider, was held in position. But Lawson was too dizzy to continue. That the strain was awful could be seen by his parched lips and pallid face. However, after DeRosier, spinning as fast as the track allowed, had gained twenty-seven laps, Lawson was helped to his machine and pushed off. He seemed possessed, and with a tremendous burst of speed he brought the crowd to its feet. Intense excitement prevailed, the crowd yelling themselves hoarse as Lawson sped around and around and, in the last mile, lapped DeRosier five times. He also made the fastest lap of the evening, 62-5 seconds.

DeRosier, the winner by almost two miles, had ridden the fifty miles in the wonderful time of 1 hour and 18 minutes. The terrific strain had worked upon him heavier than on Lawson, for at the completion of the race, DeRosier's knees caved in and it was necessary to carry him bodily from the track. His nerve never left him for an instant while he was on the track, however.

The race was really a most amazing spectacle. It reminded one more of a vaudeville performance than a track race. Each circuit was made in about seven seconds, and in the fifty miles the riders covered 600 laps. The room was warm enough, with its large crowd, to bring perspiration to a person's hands still; at only one period did either motor show signs of overheating. This was in the thirty-second mile, and then, by giving his engine a liberal bath of oil, DeRosier was able to cool it off again. It was somewhat surprising that neither the G & J nor Peters Union tires on the Indian and N. S. U., respectively, showed signs of excessive wear, though the strain on them must have been terrific at times.

THANKSGIVING SPORT AT BENNINGS

NOTWITHSTANDING the fact that the old Bennings race track, near Washington, D. C., was in a horrible condition—wet, muddy and full of holes—the four events pulled off there on Thanksgiving Day, before a crowd of 2,500 spectators, proved both interesting and hotly contested. The meet had been scheduled to take place under the auspices of a Washington charitable institution, but it failed to secure a sanction from the F. A. M., and things were sliding fast from bad to worse when the National Capitol Motorcycle Club lent a helping hand and pulled the meet off.

Even as it was, there was considerable dissatisfaction among the riders, especially in the last event, a twenty mile handicap. The scorers disagreed, and the race, awarded to Bewley, was protested by Chapple. There was not a stop watch on the track either; the starter fired the gun when the minute hand of his watch had reached an even mark, so the times given are only approximately correct. Before the racing commenced several of the riders walked around the mile oval and picked out the hard spots to ride on. Down the homestretch there was just a narrow path, barely room enough for one rider to pass another without getting out into the muck.

The first race, a ten mile handicap for single-cylinder machines, was won by Gennella on a 4-h. Merkel, after a nip and tuck race with A. G. Chapple on a 2¾-h. Indian, by only six feet. Ed. Mangold was third. The second event, at fifteen miles, for twin machines, was won easily by Walter Goerke, with Chapple and Mangold following in that order. Mangold then captured a ten mile event for fully equipped stock machines.

The last race, the twenty mile handicap, started off with a Merkel, an R-S and two Indians, all singles, that were given one lap over the scratch men, Goerke, Chapple and Bewley. After the latter got going there was nothing to it but Goerke, Bewley and Chapple, in that order. At fifteen miles Goerke's carbureter choked up and he had to quit. Bewley and Chapple then fought for the lead for the last five miles. The latter passed Bewley on the homestretch in the last lap, and was congratulating himself, when he heard that Bewley had won the race. The scorers had disagreed, and the result was in doubt to many. Chapple promptly filed a protest.

The officials were: Frank Marks, clerk of the course; Royce Haugh and E. P. Hazelton, starters; W. Farrell, handicapper. Summaries:

Ten mile handicap for single-cylinder machines—Won by Gennella, scratch, 4-h. Merkel; Chapple, second, 2¾-h. Indian; Mangold, third, 3½-h. Indian. Time, 13.50.

Fifteen mile scratch, for twin-cylinder machines—Won by Goerke, 7-h. Indian; Chapple, second, 5-h. Indian; Mangold, third, 4-h. Indian. Time, 20.00.

Ten mile, for fully equipped touring machines—Won by Mangold, 3½-h. Indian. Time, 15.00.

Twenty mile handicap—Won by Bewley, 7-h. R-S; Chapple, second, 5-h. Indian. Time, 26.30. Result protested.

DURING the convention of the Southwestern Implement Dealers' Association at Wichita, Kan., December 12 to 19, it is planned to hold motorcycle races on the fair grounds track there. There will also be an exhibition of automobiles, motorcycles and all kinds of farming implements.

NEW WORLD'S RECORD FOR "CENTURY"

"Bob" Stubbs Rides 100 Miles in 107 Minutes 44 Seconds, at Birmingham, Ala.

A NEW world's record for one hundred miles in competition was set up on Tuesday, November 24, on the mile fair grounds track at Birmingham, Ala., by Robert Stubbs on a 5-h. Indian. The track was in magnificent shape and Stubbs reeled off mile after mile under the minute mark. His time for the one hundred miles was one hour, forty seven minutes and forty-four seconds, lowering the record for the distance in this country of 2.05.05 4-5, made by Stanley Kellogg on the Point Breeze track in Philadelphia last October, and beating the previous world's record of 2.02.19 held by H. A. Collier.

The race was begun at 2 o'clock promptly, there being in addition to Stubbs three entrants—A. W. Meagher, G. W. Doyle and C. A. Dewitt. After the fifteenth mile Stubbs was the only rider circling the course, the others, on account of trouble with their machines, dropping out. In making the forty-fifth mile Stubbs was forced to halt and make adjustments on his machine, thirty seconds at this time being lost. In making the ninety-first mile, thirty-one seconds were lost in the same way. But there occurred no other halts, and the miles after the ninety-first were made in startling time. Several miles the rider covered in less than a minute, and many were made in 60 flat.

Stubbs's average speed per mile was 1.04¾. Just how fast this is can be estimated when it is remembered that Lewis Strang, in the first two hours of the recent ill-fated twenty-four hour automobile race in Birmingham made but 101 miles in the first two hours on the same track.

The timekeepers and scorers were: Dr. H. Denegre, Carl Stocking, Jack Biddle and William L. Tarrant. The judges were: J. A. Matthews, A. T. Reeves and Herman Howell.

MAKERS MEET AT BUFFALO

MANY matters of general importance and direct benefit to the retail trade were brought up for discussion at the special meeting of the Motorcycle Manufacturers' Association, called to order at ten o'clock on Wednesday morning, November 18, at the Hotel Statler in Buffalo, N. Y. Trade conditions, freight rates, protection for agents, and show and publicity matters occupied the attention of the ten members of the association present till well along in the day.

The subject of freight rates received a thorough going over, and it was decided that the members should make a concerted move and bend all their energies towards securing a proper classification for the motorcycle from the railroads. President Hendee told in detail of the efforts to this end his company had made during the past two years, and of the material reductions that it had secured in this time. Since freight charges are paid by the dealer, every saving that can be made will be an additional profit to him.

A general discussion as to trade conditions and prospects ensued, and methods were outlined for promoting the greatest amount of interest in the New York, Chicago and Boston shows. The Association's show committee was retained, and directed to use its best efforts in cooperating with the managers of the three shows to make the exhibits attractive and representative.

That the movement for the bettering of the agency proposition, which has been gathering force at each of the meetings of the Association members, will result in a definite agreement before long seems assured. It was thought that some form of uniform contract might be devised and adopted at this meeting; but instead a number of recommendations were made, and each member was left free to incorporate such provisions in agreements with his agents as he sees fit. Among the provisions recommended is one requiring agents to maintain list price, and another advising that the guarantee applying to every motorcycle sold be made a part of the contract. The subject of protecting the dealer from direct sales by manufacturers was also discussed and a remedy proposed.

President Hendee, Hendee Manufacturing Company, presided, and Secretary Robie, Excelsior Supply Company, were present. In addition, the following were in attendance: Messrs. Marsh, M-M.; Remppis, R-S; Fretz, Merkel-Light; Hurley, Thor: Curtiss, Curtiss; Hornecker, Torpedo; Becker, Auto-Bi; Coburn, Pierce.

POLICE COMMISSIONER BINGHAM of New York City is to be reinforced in his crusade against unnecessary noise in the Greater City in the near future. The Board of Aldermen recently had the Marx anti-noise ordinances under discussion, and it is quite probable that its provision will soon be made law. Section 534 of this ordinance reads as follows:

"No person shall operate over or through any streets of the city of New York any automobile, motor wagon, motorcycle, wagon, truck, cart or buggy which automobile, motor wagon or motorcycle shall have any engine or machine which shall give forth any loud, unusual or unnecessary noises whereby the peace of said city shall be disturbed; nor shall the exhaust of any automobile be cut out or made to discharge except through the muffler thereon when said automobile is operated through the streets in any built up portion of said city; nor shall any such automobile, motor wagon, motorcycle, wagon, truck, cart, buggy or vehicle be operated over said streets which shall have any loose boards, creaking or unoiled axles, or wheels, trucks, chains or other parts, whereby any unnecessary noise shall be caused.

"Any violation of this ordinance is hereby made a misdemeanor punishable by a fine of $10. This ordinance shall take effect immediately."

TO contemporaries who have ventured to question our dictum that all men who ride motorcycles look alike, we beg to submit the following statistics, compiled by our private research workers: Ninety-nine and forty-four one hundredths per cent. of all motorcyclists are pale, dark men, below medium height and wearing black sack suits. Eighty-seven per cent. of them have small black mustaches. Six per cent. have small brown mustaches. The bearded motorcyclist is absolutely unknown. Only one motorcyclist in twelve has blue eyes. Only one in seventeen is not slightly bowlegged. Eighteen and a half out of every twenty have little brown moles on their left upper lips. If the skeptics are not yet satisfied that we knew what we were talking about, we shall be glad to produce other figures from our carefully compiled secret archives.—Richmond (Va.) *Dispatch.*

AT THE CHICAGO CLUB'S SECOND ANNUAL BANQUET.

Chicago Club Men Dine

WEDNESDAY evening, November 25, Thanksgiving Eve, was a gala night in Chicago, at least for the motorcycle people. The festivities took the form of a banquet, the second annual, in fact, of the Chicago Motorcycle Club. The menu of edibles was elaborate, and the feast of reason and flow of soul were up to the mark. A private dining room at a prominent Chicago resort was engaged for the occasion, and this was especially decorated in honor of the guests.

At the head of the table were seated the officers of the club and their guests. There were fifty men present, and Mr. F. B. Hart, as toastmaster, kept things going. Various manufacturers with headquarters or branch offices in Chicago supplied the entertainment, which was snappy and very much appreciated. The committee in charge of the affair, which was highly successful, was C. H. Lang, Chairman; F. B. Hart, J. E. Starr, A. Johnson and J. C. Hossman. Whipple, The Motorcycle Man, was very much there, also was Long Jack, whose tank capacity has never yet been ascertained. Altogether, the Second Annual was a great success. The Club membership now numbers an even hundred and shows constant growth.

Will Have New Club House

MEMBERS of the Minneapolis Motorcycle Club are planning to erect a club house. Definite plans have not been announced, but a committee from the association is canvassing the members of the organization, and they are enthusiastic concerning the plan. The club house will not be a pretentious building, but it will be a comfortable meeting place for the organization and the headquarters for Minneapolis motorcyclists.

A. T. Stata, president of the club, has been active in enrolling new members and the organization now has a membership of eighty. The fact that motorcycling is enjoyed by old and young alike is demonstrated by the fact that the youngest motorcyclist in the city is sixteen years old and the oldest fifty-six years old.

The members meet on the first and third Thursday of each month at Richmond Hall. A series of dances will be held during the winter. During the last year the club has supervised two successful road runs—one to St. Cloud and the other to Faribault, and in addition has been instrumental in securing the success of two exciting motorcycle races at the state fair grounds, one during Shriners' week, the other during state fair week.

CHICAGO CLUB MEMBERS GROUPED AROUND THE LOGAN MONUMENT.

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F. P. PRIAL

LEROY COOK - - - - - - - *Editor*
L. H. CORNISH - - - - - *Advertising*

NEW YORK SHOW FORECAST
Issue of January 1st, 1909

Four Important Issues

OUR old friend, Bill Shakespeare, who is dead now and cannot get back at us if we do call him "Bill," tells us that, "things in motion sooner catch the eye than what not stirs." This applies to warfare, acting, law, everything. The successful lawyer is always moving about, joins many clubs, gets known. Your big politician keeps ever on the move. Witness W. J. B. And Bill Shakespeare's law is particularly true of the publisher. He must keep moving, must keep on doing things; otherwise his trade will think he is too *still,* is going back, receding.

Therefore, just at this time, we intend to get a big move on for our Show issues. The New York, Chicago and Boston Shows are a sufficient excuse; nay, not an excuse, but a very good reason why we all should do something *special* at this time. It is a fact that, in the next three months, motorcycle riders, and those who intend to *become* motorcyclists, will closely read MOTORCYCLE ILLUSTRATED. The way new subscribers are pouring into this office—no exaggeration—proves a rapidly increasing interest in all that concerns the machine and its equipment. From coast to coast motorcyclists are on the *qui vive* for what's what in 1909 models.

We intend to tell them all about it in four important issues. The dates are January 1, January 15, February 1, February 15. They will concern themselves with the New York and Chicago Shows, giving forecasts and full reports of these events. For the first time in the history of the motorcycle trade the motorcycle exhibits have achieved bigness, dignity and importance. Again, too, the healthy state of the industry has warranted manufacturers in introducing many important innovations in their 1909 models. Another important phase of the motorcycle trade is the fact that many important accessory manufacturers have turned their money and their brains into the motorcycle field, and will offer some very good 1909 things in the way of equipment, wrinkles, etc. All this will be told in the four issues mentioned.

The reader should be sure to get on our subscription list now. The advertiser should make it his business to take space in these numbers. At no other time of the year can he buy such *telling* and *valuable* publicity as he can in these four numbers.

Going Some

WITH great satisfaction we report the establishment of a new world's motorcycle record for one hundred miles by a Yankee rider on a Yankee machine, at Birmingham, Ala., made, too, just the day before the foreigners took away all the honor and glory and prizes in one of the big automobile races of the year—the Grand Prize of the Automobile Club of America at Savannah, Ga. May we continue to build the machines here that can turn the trick so neatly. All honor where honor is due, and it belongs just now to the man and the motor that covered 100 miles in 107 minutes and 44 seconds on a mile dirt track.

While American automobile designers have been striving for years to build cars that could wrest some of the laurels from the foreign built machines, American motorcycle manufacturers have gone ahead and made racing machines that have put up new marks—many of them—that will take a whole lot of beating before they are lowered. Some day we may witness an international motorcycle road race, on a grand scale, and the training and experience gained in innumerable track events is certain to be of great aid in designing a winning machine for such a race.

Chicago Conviviality

THINGS have been doing in Chicago recently, things of a social nature. For instance, on November 22nd the Excelsior Company, a big and solid concern, gave a dinner to Chicago's Excelsior riders. A happy thought that, having a double-barreled value, too. Behind an event of this kind there is a substrata of "good business," while the social aspects of such an affair take off the *trade* edge. By the by, a very important wrinkle was announced at this banquet by the Excelsior people. They offered to each Excelsior rider in Chicago the privilege of using their quarters for the winter to store his machine. The plan is that each machine shall be put in perfect order for storage, kept during the winter, and then delivered in perfect condition to the rider in the spring; and all this without any charge or expense whatsoever. A broad policy, certainly! The other Chicago event was a banquet of the Chicago Motorcycle Club. This was well attended, fifty men being on hand, and the affair went off with plenty of go. All of which is very well in these winter evenings.

The Tire Fighters

NO branch of the motorcycle industry strikes out the sparks as vividly as does the tire brigade. Half a dozen concerns are now making motorcycle tires, with more coming into the field shortly. A majority of these firms are rich beyond compute, have worldwide reputations in other fields of rubber manufacture, have great plants behind them and are as keen as hawks for business. And, most important of all, they believe in *ink*, ink and plenty of it. When they win victories on hill, path or road, they get up on their hind legs and shout, shout lustily, but, be it said to their credit, dignifiedly. All this gives fizz to the business, and fizz is good for any business, providing it's the real thing and not a dilution or an imitation. Yes, the tire folks certainly do keep the ball a-rolling. And it's all very healthful and bracing, and will help much.

CLUB NEWS

TWENTY-ONE out of thirty-one starters completed the 164 mile endurance run of the Los Angeles (Cal.) Motorcycle Club to Ventura and return on Sunday, November 8, with perfect scores. The time allowance for the trip was eleven hours and forty-five minutes and the distance covered was exactly 164 miles. The first rider left the club headquarters at 5.15 o'clock in the morning, and the remaining machines followed in close order at intervals of a minute.

The route lay along the San Fernando road to Calabasas, the first real test being the famous Newhall grade, and the motors took the long pull with remarkable ease. One or two of the riders had to get off their machines and push over the steepest portion of the hill; but the experienced contestants had no such difficulty, and the riders of the high-powered machines climbed the hill perfectly. As the bunch approached Saugus and the town of Newhall the roads improved. Much grading has been done on the county highways in this section, and the going was quite good, the machines being able to cover the ground at a good clip.

It was close to 10 o'clock when the first rider reached the end of the run at Ventura, and here a half hour stop was made for luncheon. Fresh supplies of gasoline and lubricants were taken on, and the tired riders faced the long grind homeward.

After passing through Calabasas the riders took the road down the Santa Monica canon to the [illegible], and winding through the grades of this crooked r[illegible] number of the riders had to pedal their machi[illegible] the more severe grades. It was on this leg of [illegible]rney that several of the riders lost their chances [illegible]erfect scores, and penalties were inflicted which [illegible]d the chances of the contestants to win the coveted [illegible]edals. Reaching Venice, a stop was made for refre[illegible]s, and again, on reaching the final terminus of the [illegible] in this city, the riders enjoyed a spread at the club[illegible].

Paul Derkum rode tandem the entire trip, f[illegible] with a perfect score. Following is the list of ri[illegible]o finished with clean records:

J. Leonette, 3-h. Thor; H. E. Canfield, 5[illegible]ugeot; J. K. Ott, 3-h. Thor; Paul Derkum, 3-h. Thor; [illegible]. Judson, 3-h. Thor; W. X. Ziegler, 3½-h. Indian; C. [illegible]. Risden, 3½-h. Indian; G. Blalock, 3½-h. Indi[illegible]. J. Graves, 3½-h. Indian; J. H. Schaefer, 3½-h. R-S; C. V. Balke, 4-h. Merkel; L. Janeway, 2¼-h. Torpedo; C. M. Frink, 2¼-h. Wagner; Frank McBride, 2¼-h. H. & H.; S. L. Lyon, 6-h. N. S. U.; Erwin Knappe, 3½-h. Indian; H. Stewart, 2¾-h. Indian; H. Lightcap, 5-h. Peugeot; C. H. Jackson, 3-h. Thor; H. Rothmore, 2¼-h. Torpedo.

Gold medals were awarded to each of the twenty riders who finished with the perfect scores, and the number of prizes was by far the largest ever given by the club for any one run.

THE officers of the National Capitol Motorcycle Club, Washington, D. C., are feeling somewhat elated at their efforts to secure winter quarters for the club having at last succeeded. The club is now ready to receive members and friends at 626 F street, Northwest. Friday evenings are club nights, but all members are supplied with keys and are at liberty to drop in at any time. They will find reading matter from the lightest fiction to the latest advice on the care of the motorcycle. The growth of the club has been slow but consistent since the impromptu meeting of a few enthusiasts last March to really organize a club and see that it succeeded. During the summer it increased rapidly, and from a start of six it has now a membership of over fifty, and is still going strong. Nearly every Sunday a run is held, Baltimore and Frederick being the longest trips.

A resolution has been recently adopted holding open the charter until January 1, 1909. thus giving all a chance to become pioneer members. After that date the charter will be closed and the club incorporated. Now that the wintry months are at hand and distance riding is unseasonable, the club intends to devote its weekly meetings to social and instructive work. To that end it has secured a rising young lawyer as its legal representative, who will, during the winter, give a series of "heart to heart" talks, or lectures on points of law for the interest and benefit of the members.

Among the competitions promoted by the club the hill contest held in September was well attended and settled some disputes regarding the climbing abilities of pet machines. The Labor Day races at Bennings attracted the "fast" riders of the club, and in all events its members were successful and secured the trophies. A like result occurred at Burke's Station and Brightwood, which speaks well for the speedy talent on the rolls. As the club is now affiliated with the Federation of American Motorcyclists, it intends to keep up the interest in the sport, and is planning for a really big meet. It is rumored that March 2 or 3 will be the date selected, and Washington and its visitors will be given an opportunity of seeing first-class motorcycle racing conducted in a businesslike manner.

THE Dayton Motorcycle Club, at its regular weekly meeting, Wednesday, November 18, decided to abandon the Sunday club runs to towns in the vicinity for the remainder of the winter. Committees have been appointed to make arrangements for the spring race meet to be held in Dayton. The meet is planned to be about the largest of the kind ever held in that part of the country. Efforts are being made to book the fastest motorcycle riders and teams in the country.

SIXTEEN members of the Columbus (Ohio) Motorcycle Club met in the shop of J. G. DeGruchy, Tuesday evening, November 10, and effected a definite organization, with the following officers: President Griffith, Secretary-Treasurer Erlenbusch and Sergeant-at-Arms Day.

MEMBERS of the Evansville, Ind., Motorcycle Club held a run to Woodmere on Sunday afternoon, November 15, to see the forest fires that were burning fiercely in that district.

GLAD HAND DOIN'S OF THE CLAN EXCELSIOR

THE Excelsior Supply Company, of Chicago, manufacturers of the Excelsior Auto-Cycle, desiring to become better acquainted with the riders of their machine, made preparations to entertain all the local Excelsior riders at a dinner given at the Bismarck Garden on Sunday afternoon, November twenty-second. Unfortunately, threatening weather and a downpour of rain just before the time set for the dinner kept about one-half of the expected guests away. However, a goodly company assembled and, after posing for a photograph at the Logan Monument on Lake Front Park, the guests proceeded to Bismarck Garden, but not in exactly the way originally intended.

The rain held off just long enough for the camera man to wave his arms, indicating that the shutter had done its deadly work. Then came the rain—not gently, but in bunches—and with a few exceptions, instead of starting toward Bismarck Garden, those who had faced the threatening elements made a wild rush for the retail establishment of the Excelsior Supply Company about four blocks away. Here they proceeded to get in out of the wet about as lively as conditions would allow; and as the rain had apparently taken an afternoon engagement they left their machines there and proceeded by the elevated road to the Garden.

Here they arrived in most cases pretty wet on the outside, and in others, pretty dry on the inside. They recovered from both conditions before the finish of the afternoon, though none of the assembly was found overly dry or unduly liquidated at the end of the session. After due attention to the refreshments offered, the diners were addressed by Mr. Hart, who presided in the absence of Mr. Robie, who was unexpectedly prevented from being present. He extended the welcome and good wishes of the Excelsior Supply Company and announced an innovation in the motorcycle industry.

Presuming that many motorcyclists do not intend to use their machines during the winter months, the Excelsior Supply Company has arranged to store during the off season all Excelsior motorcycles that may be brought to them. These will be thoroughly cleaned, motors drained, crank cases cleaned out and all nickel work oiled to prevent rust. They will then be set up on stands to take the load off the tires, and be kept in perfect condition and insured against fire. In the spring, or at such time as the owners may elect, they will be put in perfect running order and delivered to their owners free of any charges or expense.

This proposition was not as enthusiastically received as might have been expected, as it was the expressed intention of nearly all the riders to use their machines throughout the winter, and, as several of them stated, the Excelsior was not a fair-weather machine and did not have to be laid up in the winter or at any other time. Having made this announcement, the speakers scheduled were called upon and the time passed so pleasantly that it was well after seven P. M. before the party broke up.

Mr. Russell Wiles objected to the subject allotted him on the program, and stated that he had not been given a square deal. Mr. Woodworth had requested him to speak on his experiences as an Excelsior rider. He was unable to do so as all of his experiences occurred before he began to ride an Excelsior, and since riding that machine it had merely been a matter of go when he got ready, and return when he so desired. All the speakers were very enthusiastically received.

The entire affair was thoroughly enjoyed by all present and will become an annual event, though some of the Excelsior riders wanted to bet that the Company would have to hire the Coliseum within a few years to keep up with the growth of local Excelsior riders; and ever since the dinner those who had attended have been joyously rubbing it in to those who became scared out on account of the rain.

WHY NOT TWO BRAKES?

By EARLE L. OVINGTON

I RECENTLY came out with a statement criticizing the ordinary coaster brake, such as found on the American motorcycles of the present day. A critic of my communication pointed out the fact that the hub coaster brake which I was attacking is sufficiently powerful and very satisfactory for ordinary conditions, but acknowledged that it was not good practice to rely on it solely in the case of a heavy machine and where mountain touring was indulged in. It stands to reason that a touring motorcycle should, above all things, have reliable braking mechanism. As a matter of fact, I now wish to make a strong plea for two brakes on a motorcycle.

Let us look at the ordinary hub coaster brake for a few moments. This brake, as everyone knows, is situated in the rear hub of the motorcycle. Owing to the fact that it is very compact the parts are necessarily small, and therefore liable to wear under excessive use. When the motorcycle is used in touring over a fairly level country, the brake is not called upon to perform duties beyond its capacity; but the moment you tour with your machine in a mountainous district, where a grade three or four miles long is the rule rather than the exception, the ordinary coaster brake is not as reliable as it should be. In the first place all of the energy which is absorbed by the brake is converted into heat, and this heat is generated *inside* of the rear hub. On account of the very construction of the device, radiation is so slight that on a long grade the heat cannot be radiated anywhere near as rapidly as it is generated. The result is that excessive heating is liable to ensue, and the sticking of the brake results. How often have those who have had experience under such conditions had the rear brake lock with more or less disastrous results?

I will acknowledge that, for ordinary touring, a well made and powerful coaster hub brake is about all that is really necessary, provided it is always in good condition. But just bear in mind that when only one such brake is employed the life of the rider may be dependent upon the action of this single mechanical device. The ordinary coaster brake, for instance, is actuated by back pedaling, and the connecting link between the back pedaling gear and the brake itself is the pedaling chain of the motorcycle. If anything happens to this chain, for instance if it should break, or, being loose, slip its sprocket, the brake immediately goes out of action. If this happens on a long and steep grade, dangerous consequences are liable to ensue unless the rider is quick witted enough to run his machine into the bank alongside of the road, or in other ways stop it.

The band brake, such as in common use on a great many foreign motorcycles, is at once inexpensive, light and efficient. Why is it that such a brake could not be fitted in connection with the usual hub brake on the American motorcycle? A brake of this description consists of a light brake wheel on the rear hub, this wheel having a flange from three-quarters to one inch wide. Surrounding this wheel is a more or less flexible braking shoe, which usually takes the form of a circular piece of metal, lined with leather or other braking substance. This braking shoe is practically a circle but for an inch or so of its circumference. At some convenient point on the motorcycle, which in practice is usually on the handlebar of the machine, there is placed a lever which operates a Bowden wire. This cable, by means of the lever, draws the two ends of the circular braking shoe together so that the shoe binds upon the brake wheel. On account of the very nature of this brake the wheel itself may be made very light indeed, and the shoe only weighs a couple of ounces. A Bowden wire has proved to be absolutely reliable and efficient. The actual cost of adding this extra brake to the motorcycle would be very slight, and the first American concern to incorporate two brakes on their machine would reap enough from the advertising standpoint alone to more than offset this expense.

Now let us assume that we are touring with a machine fitted as above described, in a mountainous district, and descending a hill perhaps two or three miles long. We apply the back pedaling brake and either the chain snaps or something else happens which places the hub brake temporarily out of commission. It is only necessary for us to grasp the brake lever on the handlebar in order to put the auxiliary brake into commission. The presence of this auxiliary brakes gives the rider a sense of security which cannot be obtained in any other way. Furthermore, in descending a very steep or long hill, both brakes might be applied, and the braking power thus distributed between two mechanisms instead of relying upon one only. This matter will bear discussion, as it is of the utmost importance. Either two brakes are desirable or they are not. Let readers of MOTORCYCLE ILLUSTRATED express their opinions.

A DOCTOR'S DIAGNOSIS

AS a comparatively new subscriber to your most excellent magazine, I feel that it is more or less presumptuous on my part to send you a communication intended for publication in its columns; still, I feel that "extenuating circumstances" may be justly plead in my behalf, and on that score I crave your indulgence. To make a long story short, I merely wish to give my experience with the motorcycle in the practice of medicine over the rough roads of western Maryland during a period of four months.

Back in July, when the sun was shining its very hottest, and I was forced to travel at a snail's pace for fear of injuring one of my horses, I began to consider seriously the advisability of procuring one of the new motor-propelled conveyances. First I looked over the automobiles, but soon arrived at the conclusion that, having to follow in the wagon ruts of our rough roads, their life would, of necessity, be very short. I thought over the matter for some days and finally it occurred to me that the motorcycle made but one track, and that the road which could not supply the few inches that it required must be a very bad road indeed. After having made this discovery I at once ordered through the nearest agent a 2¾-h. Indian, which arrived in due time, and I also, on the same schedule, arrived at what for a time I regarded as a very critical point in my career. In the first place the machine was about twice as big and several times as heavy as I had an idea it would be, and I, being a light-weight—125 pounds—felt that if I did not have a "Jumbo" on my hands, I had at least a "Baby Alice." And then the fun began with a vengeance, as the agent lived about seven miles from my home, and my knowledge of mechanics was limited to a degree that any child ought to be ashamed of. You can appreciate the difficulties under which I labored.

First, I sprung the rod which operates the throttle by turning the grip too vigorously. Result: paid a darky to

[illegible]

"SHE"

[illegible]

[illegible]

[illegible]

QUESTIONS & ANSWERS

WILL you kindly answer the following in your Questions and Answers column? The brake band on my N. S. U. (6½ inch diameter by ⅝ inch wide) will not hold. When I purchased the machine new it was lined with soft copper, which did not hold at all, so I lined it with leather and this does not hold. What would you advise?

My machine is equipped with magneto ignition (Eiseman magneto with separate coil) and to overcome hard starting I have fitted batteries. Have a separate timer on the other end of magneto shaft, separate spark coil and two dry cells. I have a switch at the spark plug which disconnects the magneto wire and connects the batteries, and vice versa. When magneto wire is disconnected at the spark plug with the machine still running, will it do any harm to the magneto or coil?

If any N. S. U. riders have had hard starting troubles with their magnetos and conquered same I would much appreciate their help if they see fit to lend it.

C. A. WOLF.

Syracuse, N. Y.

It was a mistake to take off the soft copper lining. Leather will not give any satisfaction for this use, except for possibly a few miles. To make the brake band hold, restore the copper strip and shorten the Bowden wire by screwing up the nuts on the brake band till it grips. Never allow oil to get on the band or drum. Use a little, very little, powdered resin occasionally to make the band hold. The N. S. U. brake band properly treated and adjusted perfectly will slide the wheel any time.

Fitting batteries to insure easy starting is entirely unnecessary. We have never heard of its being done on an N. S. U. If properly handled, both the single and twin machines of this make are easily started. Possibly you do not get the spark properly set, or give the engine too much air in starting. Try putting the spark advance lever two notches from full; shut off the extra air and perhaps close one of the shutters in the side of the carbureter; give only a little throttle; clean your spark plugs and platinum points, and see that they are as close together as the thickness of a thin business card; also make sure that the carbon brush on the magneto is free from any glossy material. This can be removed by filing down with a jeweler's file or piece of fine sandpaper; the surfaces must be flat.

Yes, it will hurt the coil to run the engine with the magneto wire off the plug.

DOES the Siegel-Cooper Company still handle the Griffon? I wrote to them, and it seems they do not. What is the price of the 6-h. N. S. U., fully equipped, in England? In Germany? In Moscow, Russia?

J. SCHMIDT.

Tracy, Cal.

The Siegel-Cooper Company still has one or two Griffons on the floor, but are not importing any new ones. The N. S. U. Motor Company has branches in each of the above mentioned cities, but we do not know the selling prices of the machines there. You will have to write to the respective branches.

WILL you kindly give us the manufacturer's name and address of the Alcyon motorcycle, made near Paris, France?

Buffalo, N. Y. F. F. RICK & Co.

Can some of our readers answer the above?

REFERRING to letter in MOTORCYCLE ILLUSTRATED, issue of November 15th, signed "Disgusted Motorcyclist," I believe he would do better and get over his disgusted feeling if he would join the movement now on foot to organize a club. There are several riders in this city who are working towards that end and, if successful, it will undoubtedly mean a boom to the sport.

We all look (or nearly all) for a good season next year and a big increase in the number of riders; but one pessimistic letter like the one referred to above will do but little good, I am sure. There is no reason whatever why a club could not be started here with at least twenty-five or thirty-five members; but to do this we need the co-operation of each and every rider.

Now, Mr. Disgusted Motorcyclist, join the F. A. M. if you have not done so already and help boom that, then call on Mr. Bumiller, of the Pickering Hardware Company, who will tell you what is being done. We need your help and I trust this will reach your eye and do some good.

F. W. SPARROW, F. A. M. 1642.

Cincinnati, Ohio.

I WOULD be pleased to have you answer the following question for me in your columns. Can you give me the address of the manufacturers or sales agents of the Michaelson two-speed motorcycle transmission, also the addresses of several other motorcycle transmission manufacturers?

LELAND S. BARNES.

Mt. Washington, Ky.

The Michaelson two-speed and free engine device is made by the Minneapolis Motorcycle Company, 517 S. Seventh St., Minneapolis, Minn. Write also to the N. S. U. Motor Company, 206 W. 76th St., New York City; Bushnell & Cannon, Cleveland, O.; Merkel-Light Motor Company, Pottstown, Pa.

KINDLY let me know through your columns the present address of the Webb Speed Indicator? Thanking you in advance, W. L. B.

Parker Manufacturing Company, Clifton and Shirley streets, Boston, Mass.

I WISH to call the attention of the motorcycle trade, through your columns, to the excellent opening for a motorcycle and supply agency in Sioux City, Iowa. There is no agency here and I know the first agent in the field would reap a harvest. I will be pleased to answer any inquiries.

Yours truly, W. S. TRIPP.

Court House, Sioux City, Ia.

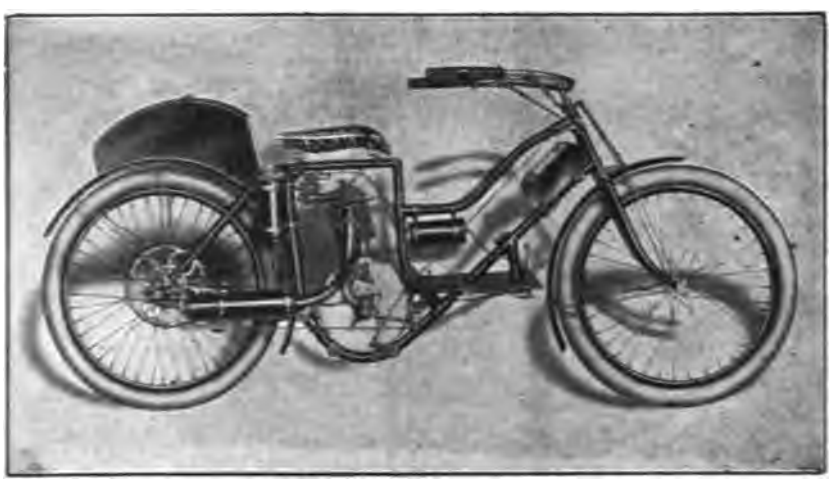
Here, Mr. Maker, is a chance to make some inquiries that may develop something substantial. We should be pleased to hear of some sales being made in this virgin territory.

THE MOTORCYCLE MART SELLS THE STUFF TWO CENTS A WORD

ORIGINAL IDEAS IN NEW ERA AUTO-CYCLE DESIGN

THE New Era Gas Engine Company, of Dayton, Ohio, are manufacturing a new "Auto-Cycle," invented and patented by E. L. LeFevre. The inventor has spent several years in perfecting this machine, and from the description it is the first model of its kind to be placed on the market in this country. The New Era Auto-Cycle has no pedals, wherein it differs from all other machines of American manufacture.

The motor is 3½-h., single cylinder, and is started by means of a crank, same as in starting the motor of an automobile. A two-speed transmission and free engine allow the motor to be started and run while the Auto-Cycle is stationary, and in cases where the motor is not working perfectly and the rider wishes to ascertain the cause, he can do so without mounting (as the rider would be compelled to do with the present motorcycle).



NEW ERA AUTO-CYCLE.

The power is carried from the motor to the rear wheel through the medium of a single ½ pitch roller chain ½ inch wide. A fiber pulley idler is employed to avoid the snapping effect at high speed. On the low gear the power is transmitted through the gears in the transmission case by the chain to the large sprocket on the real wheel, the ratio being 14 to 1. Although the power is transmitted through gears on the low speed, it is frictionless and noiseless, even when the motor is making 2,000 R. P. M. With the high gear (which has a ratio of 4 to 1) the drive is direct by chain to the rear wheel. When the high speed clutch is thrown in, the whole transmission practically becomes one single unit; the clutch case, gears and front sprocket revolve together at the same speed, but with the gears stationary. The gears revolve around the motor shaft with the case (but not on their own axes).

The transmission on the New Era is connected by two levers placed on the foot board and operated by the feet. The advantage is that the rider is never compelled to take his hands from the handle-bars at critical moments. The brake is also operated by the feet by means of a lever placed on the foot board, and placed on this same foot board there is a button in close proximity to the rider's heel, which will cut out the muffler. In applying the brake of the New Era Auto-Cycle the motor is disconnected from the drive wheel automatically. The advantage of this is, one movement of the foot does the work.

The carbureter and spark are operated from the grips of the handle-bars. The right grip controls the spark, and the left the carbureter. The right grip also raises the exhaust valve when rotated to the extreme left. The Auto-Cycle is fitted with a support or stand to be used in holding the machine in an upright position when it is not in use or to hold it up while repairing a tire. The rear wheel may be taken from the frame without disturbing the stand. The mud guards are made from heavy sheet steel, the center part being raised to produce a corrugation, which aids very materially to their strength. They are 3½ inches wide.

Of the many features combined in the Auto-Cycle the seat is one of the best. Being a form seat, it is anatomically correct in its principle. It is made from sheet steel pressed into shape, and with a comfortable cushion, renders saddle soreness or saddle fatigue entirely unknown to the rider of the New Era. The seat is supported by three coiled springs which take up such heavier shocks as the 2½ inch tires fail to absorb. The form seat is located on the frame between the two wheels, and the wheel base is sixty inches, thus affording luxurious riding.

The New Era two-speed gear allows the rider to take any and all hills, no matter how rough or steep, and in case he is compelled to dismount on any part of a steep hill, he may do so, remount when he desires, and make the top of the hill without any additional labor on his part. The two-speed gear also allows the high gear ratios to be almost 50 per cent. higher than on the pedal-push motorcycle, allowing the motor to run slower. The slow speed of the motor also materially increases its life.

With a high gear the consumption of gasoline will be much less than in the ordinary motorcycle. When only one speed is employed the back geared ratio is almost 50 per cent. lower in some cases. The New Era can be run as slow as four miles an hour on the low gear and up to sixty an hour on the high gear. The workmanship is of the best, by skilled mechanics who have been in the business of building motorcycles for several years. The machine is highly finished in piano black and is of pleasing design. It runs smoothly and quietly.

THE JOHN R. KEIM MILLS (Inc.), Buffalo, N. Y., have entered the motorcycle field in a limited way. This concern manufactures crank hangers, fork sides and crowns for the trade, and has facilities for forming anything in the tubular line that is required. It also has presses for drawing all sorts of shapes, cylinders, etc.

THE GOODRICH TIRES FOR 1909

[illegible] TREAD.

BAILEY TREAD.

[illegible] tires for 1909 are described in an [illegible] the presses, which will be [illegible] Company from the Akron, [illegible] write for it. All Goodrich 1909 [illegible] diameter will be of the molded type, [illegible] in their automobile tires.

[illegible] improvements announced is the [illegible] fabric, to replace the open fabric [illegible] process of treating this fabric that will [illegible] tire construction to a marked de- [illegible] process consists of is not divulged; [illegible] great things are promised of tires built up on fabric so treated. It will largely overcome the trouble of blow-outs, which exists to some extent in all tires. The value of the treatment is intimated by this statement of the Goodrich company: "We consider it the most important improvement ever made in tire construction."

From inside to outside the new tire will be built with the idea of obtaining strength without clumsiness or undue stiffness. It will combine softness and flexibility with extreme toughness. The clincher head is re-inforced to insure against rim-cutting and breaking away. A corrugated tread will be supplied on the regular tire, and the Bailey "Won't Slip" construction will also be furnished at a slight additional cost.

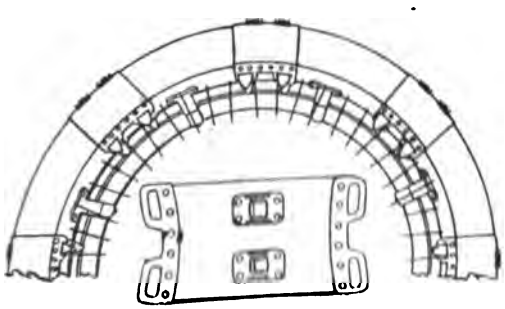
IN [illegible] the Eclipse Machine Company makes its debut [illegible] advertising pages with a full page announcement [illegible] the new Eclipse motorcycle coaster brake. Up to the [illegible] only a few sample brakes have been placed in the [illegible] of some of the more prominent motorcycle manufac- [illegible] it was one of these, by the way, that was fitted to [illegible] Wagner which George V. Lyons rode in the recent Amer- [illegible] Foreign contest from New York to Poughkeepsie and back. Lyons was the first man to finish this run. These brakes are now ready, however, and information may be had by writing the Eclipse Machine Company at Elmira, N. Y.

GEORGE W. WELLS, agent for the Royal in Washington, D. C., received a shipment of the machines the latter part of October. Mr. Wells rode one of the new models in the races at Brightwood recently, and in spite of the fact that he used a stock machine, he captured second place in two events.

AN order has just been received from Japan by the Reliance Motorcycle Company of Owego, N. Y., to send as early as possible thirty-one 2-h. motorcycles to Yokohama.

NEW DETACHABLE NON-SKID BAND

ROAD surfaces at this time of the year tend to play switch-back with the unprepared motorcyclist who may perhaps be forced to ride in the early morning, when the wet roads are frozen, or return over the same roads after they have been thawed out by the sun into treacherous mudholes. In the particular device described herewith, certain advantages



are embodied which render it suitable for any weather. The roads in your locality may be first class at the present time, but a heavy shower may render them dangerously muddy, so that a form of antiskid which may be quickly attached and detached will be eagerly welcomed.

The N. S. U. Motor Company, 206 West Seventy-sixth street, New York City, have a suitable device of the above kind, which consists of eight pairs of hooks fastened at regular intervals to the rear wheel, thus becoming a permanent fixture. For each pair of hooks a leather band about three and one-half inches wide is provided, which is easily placed in position if the tire is slightly deflated. Then, when the tire is pumped hard again they are securely held in place and will not slip or chafe the rim. The bands are provided in the center with square metal plates having rectangular projections which grip into slippery surfaces marvelously. The result is that safety on greasy or muddy roads is assured, while the danger of slipping on block or stone pavement is minimized.

These non-skids need only be used in cases of emergency, and are very practical for that exact reason, as they are quickly removed, and, moreover, do not interfere to any extent with the resiliency of the tire or detract from the power of the engine. Provided the rims and clearance space will admit it, the non-skids can be attached to any machine, and when not in use can be detached and stowed away in any convenient place. A special bag or carrier is provided for those who might care to have one. That they will be extremely economical in the long run is proven by the fact that not only can one band be replaced at a time, but also the studs may be renewed when worn.

To the Dealer

Excelsior Auto-Cycles

Have Been Tested in the Crucible of Hard Practical Service and Found

GOOD

Every Excelsior Owner is a satisfied owner and every Excelsior Dealer has expressed his appreciation of honest goods and fair treatment.

Excelsior Auto-Cycles

will be sold by established dealers only; no curbstone salesmen and no cut prices.

Write us for 1909 proposition and if your territory has not already been allotted, we will interest you.

Write today, good locations are being rapidly closed up.

Excelsior Supply Company

ESTABLISHED 1876

233-235-237 Randolph St., Chicago, Illinois

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...would do well to
...absorber is a
...motorcycles will want to

...Company of Racine, Wis., ...makes a specialty of ...and points with a great ...cylinder castings which it makes ...Company. The plant at Ra- ...machinery and apparatus, ...work promptly are of the

A WOOD rim for motorcycle wheels has been perfected by the American Wood Rim Company of Onaway, Mich., and is now being manufactured to carry the G & J single clinch tire. The new rim consists of a very strong and carefully made wood rim, to which is attached either an aluminum or steel lining which holds a single clinch tire perfectly. This makes the rim considerably lighter than a steel one, and also gives it greater strength and resiliency. Incidentally, the nicely finished wood adds greatly to the appearance of the machine on which this style of rim is used.

The aluminum lined rim is, of course, somewhat lighter than one lined with steel, but on account of the marked difference in the cost of the two metals, the aluminum lined rim is considerably the more expensive of the two. The steel linings are coated with bicycle enamel, carefully baked on, and thus perfectly protected from rust. A pair of the new wood rims have been tested out on a machine over the rough Michigan roads all last summer and have given great satisfaction to the makers.

ALL the fixtures, stock, etc., of the business of George P. Pieper, Brooklyn, N. Y., were sold at public auction on Saturday, November 14. Pieper will shortly move West, where he will design and build motorcycle engines.

MOTORCYCLE MART—IT SELLS THE STUFF

Buy, Sell; Exchange. Two Cents a Word. Cash With Copy

...MOTORCYCLE in New Jersey for ...speed, mechanical valves, 5-h. twin, ...searchlight, generator, horn, clock, ...and, new 2½ inch rear tire, two sets ...an 800 miles. Brush-McLaren Motor

...exceptionally good 1906 Indian, special ...tool box, extra drive chains and links ...valve spring, large brass horn and ...motors supplied. Alex Henderson, Box

...We have something that you need ...to know about it. Send for particulars. ...ALTY COMPANY, 258B Columbus T. F.

...an leather leggins, one Solar lamp, one ... $4 takes the outfit. Address M. K. ...ville, N. Y.

...in first class condition. $250. One ... H. Alexander, Lexington, Ky.

FOR SALE—M. M. TWIN, in excellent condition, $175. Address P. Vanhorne, 318 Morris Ave., Elizabeth, N. J.

1908 M. M. SPECIAL, ridden 500 miles, extra belt, in fine order. Theo. F. Byxbee, 11 Madison St., S. Norwalk, Conn.

HEATH'S CHALLENGE BELTS—Auto or motorcycle; "V" or flat; any size or length; pliable as a string, grips like steel, non-slipping. State your needs, will send folder and price. Carried in stock by Thiem Manufacturing Company, Minneapolis, Minn.; the Auto Goods Company, Denver, Col.; Central City Rubber Company, Syracuse, N. Y.; C. L. Smith, Los Angeles, Cal. Manufactured by Heath, 288 Columbus avenue, Boston, Mass. Also New England distributors for Thiem motorcycles. Agents wanted.

FOR SALE OR EXCHANGE.—R-S motor tandem, 3½-h., Bailey tread tires, in first-class condition; in every way a very fine machine. Immediate deliveries of all the famous R-S models, second hand machines taken in part payment. Marsh motorcycle, a bargain at $45. John H. Hull, Mt. Hope, Lancaster Co., Pa.

NO MOTORCYCLIST

...ride another saddle after he has tried a
...MESSINGER 1909 fitted with SHOCK ABSORBER
...F. MESSINGER MANUFACTURING CO.
...FIRST AVENUE NEW YORK

A FIVE YEAR GUARANTEE
On all PFANSTIEHL MOTORCYCLE COILS
The leading coil. Standard equipment with discriminating Manufacturers, Reasonable prices
Reply DEPT. 8
PFANSTIEHL ELECTRICAL LABORATORY, North Chicago, Ill.

We want TOURS, STORIES, EXPERIENCES; Motorcycle, of Course
We Pay for Good Ones

Did you ever see the
Harley-Davidson One Piece Cylinder?
Well, We Make Them!
Let us figure on your iron castings. We are making a specialty of motorcycle cylinders.
STANDARD FOUNDRY CO., Racine, Wis.

Advertise your second hand machines in the
MOTORCYCLE MART
It Sells the Stuff. Two Cents a word

...G. T. Gum Gum. Ask your dealer how nicely it ...adjusts itself in your auto shoe. For sale by job... CHAS. O. TINGLEY & CO., Rahway, N. J.

THE MOTOR CYCLE
The British Motor Cycle NEWSPAPER
American subscription rate, $2.50 per annum
"The Motor Cycle," 20 Tudor St., London, E.C.

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ISSUES
of
PARTICULAR IMPORTANCE

The Biggest and Best Advertising Blow
Can Be Struck In
JANUARY and FEBRUARY

Because: IT'S THE RIGHT TIME
IT'S ALSO SHOW TIME

Just About Then The
RIDER IS MAKING UP HIS MIND
about
THE 1909 MOUNT

Jan. 1st: New York Show Forecast
Jan. 15th: New York Show Report
Feb. 1st: Chicago Show Forecast
Feb. 15th: Chicago Show Report

All these Issues will be sold at the
Shows and will be

Spread Broadcast Everywhere

BOOK SPACE NOW

Motorcycle Publishing Company
299 Broadway New York

Our Two January and Our Two February **ISSUES** Will Afford a FINE OPPORTUNITY For

TELLING PUBLICITY

They Will Be Planned on a Large and Interesting Scale

The Best Moulded Ty

MOTORCYCLE TIR

All manufacturers, dealers and riders who have seen this tire say it's the best Motorcycle Tire ever manufactured. And it's proven so in actual service.

G & J Tire Co.

INDIANAPOLIS, IND.

Branches In Principal Cities Dealers Everywh

DON'T BUY MAGNETOS UNTIL YOU SEE THE HERZ MAGNETO

Platinum Contacts

No Pole Pieces

The Finest Styrian Magnet Steel Used

Best Possible Workmanship

All Parts Absolutely Interchangeable

Two Motorcycle Types 3 h.p. and 4 h.p. 1 Cylinder

Two Types 2 Cylinder up to 6 h.p.

Weight 4 to 5 pounds

The Only ABSOLUTELY Reliable Magneto — Buy the Best at the Same Price

SMALLEST, LIGHTEST AND MOST EFFECTIVE MAGNETO EVER MADE

20 Points of Superiority Over All Others

HERZ & CO., CIVIL ENGINEERS

PARIS 203-205 LAFAYETTE ST., NEW YORK VIENNA

WRITE US TODAY

We Have Increased our Line for 1909

...WE NOW HAVE THE...

M.M. Road Model	3	H.P.	Battery Ignition
M.M. Special	3½	"	Battery Ignition
M.M. Special	3½	"	Magneto Ignition
M.M. Twin	6	"	Battery Ignition
M.M. Twin	7	"	Magneto Ignition

The Original and Excellent features on the M.M.'s are causing many riders, old and new, to decide on the M.M.'s for 1909

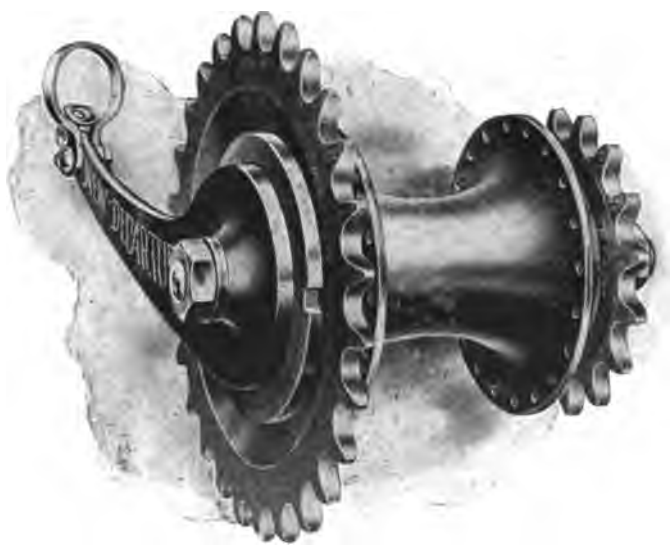
OUR LINE BRINGS YOU THE PROFITS—GET THE SELLING RIGHTS

AMERICAN MOTOR COMPANY, Brockton, Mass.

We shall Exhibit at the Boston Auto Show, spaces 338, 339, 348 and 349
At the Chicago Show, - - - - spaces 138 and 139
Madison Square Garden Show, New York, space 535

Factory Representative:
Mr. GEO. P. JENKINS, 10 West 60th Street, NEW YORK CITY

Pacific Coast Distributor:
Mr. LINCOLN HOLLAND, 1034 S. Main St., LOS ANGELES, CALIF.



Model BB for Chain Drive

NEW DEPARTURE COASTER BRAKE

For Bicycles and Motorcycles

This is the make so many motorcycle riders are talking about—the make that is reliable every time. Perhaps you are having brake trouble. If so, investigate the New Departure.

The New Departure Manufacturing Co., Bristol, Conn.

CORBIN

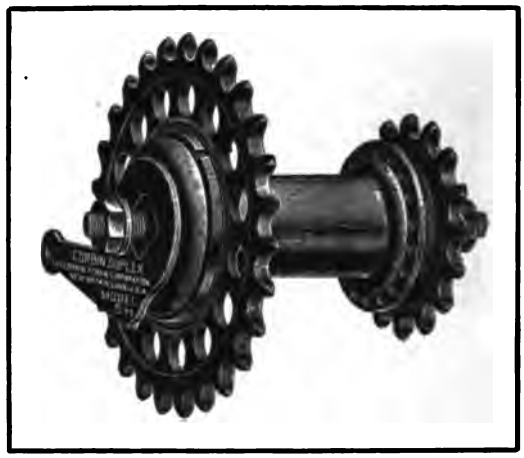
The Coaster Brake that earned the right to lead, not by words but by deeds, and many of them.

Whether applied to

Bicycles or Motorcycles

it has proven uniformly satisfactory.

Every one knows that the name Corbin is but another term for quality.



CORBIN MOTORCYCLE COASTER BRAKE

We are ready to talk 1909 Business

Corbin Screw Corporation, HIGH ST., NEW BRITAIN, CONN.

TO THE TRADE

We want to announce our complete readiness to deal with all matters touching agency relations for 1909.

Our reorganized Sales Department is fully equipped with literature, detail information, etc., and inquiries will get immediate reply of no uncertain sound.

Never before have we made a model so clean-cut, so simple, so comfortable or so easily salable as the GREYHOUND for 1909.

Don't forget the army of old bicycle riders who have got out of the habit and who will welcome the wheel with power provided it is perfectly easy and simple to control and operate.

CORRESPOND WITH US AND SEE WHAT PROGRESS HAS BEEN MADE BY THE OLDEST AMERICAN MAKERS OF MOTORCYCLES

THE AUTO-BI COMPANY, 1459 Niagara St., Buffalo, N.Y.

Why tinker with your old Carbureter when you can ride away from trouble with a Breeze?

ONE HALF ACTUAL SIZE

Weighs 14 Ounces
Costs Only Ten Dollars
Durable — Light — Strong
Does the Work Well
Handsome Appearance

Economical,
We are showing 80 to 95 miles per gallon under road conditions.

The BREEZE MOTORCYCLE CARBURETER

Is not a made-over auto or boat design, but is built particularly for motorcycles.

If interested in carbureters for any purpose drop us a line—we will help you gladly.

Agents and jobbers, write us regarding your local business.

Special connections for popular machines included in the price.

Ask your dealer for a Motorcycle Breeze Carbureter—if he hasn't got what you want—write us direct.

Send 10c. for our text-book, "Carbureters and Engine Troubles"—gives assistance in terse language.

BREEZE CARBURETER COMPANY, 266 HALSEY STREET NEWARK, N. J.

Convincing Evidence of Good Tire Service

New York — Chicago Motorcycle Endurance Contest—

9 out of 20 machines starting were equipped with **Morgan & Wright Tires.**
6 out of the 11 riders to finish with perfect scores rode **Morgan & Wright Tires.** Two of them covered the entire 1250 miles without even a puncture.

Chicago — Kokomo Endurance Contest—

11 out of 20 starters rode on **Morgan & Wright Tires.**
6 out of 7 perfect scores were made on **Morgan & Wright Tires.**
One puncture was the sum total of all the tire trouble experienced by riders using **Morgan & Wright Tires.**

Detroit Speed Trials, October 14th and 15th —

Fred Huyck broke the mile records, standing and flying start, and rode 61 1-5 miles in 60 minutes capturing every existing amateur record from 7 to 61 miles, inclusive, on **Morgan & Wright Tires.** The record itself proves the absence of tire trouble.

F. A. M. Championship Contests, New York, November 3rd—

Walter Goerke won first, second and third places in the one, five and ten mile runs on **Morgan & Wright Tires.** Absolutely no tire trouble.

Will They Be On Your Machine Next Year?

MORGAN & WRIGHT, DETROIT

Peugeot

"FASTEST MOTOR IN THE WORLD"

5 H. P. Two Cylinder
60 Mile an Hour Peugeot Motor

Why worry about motor construction? Give your attention to building the bicycle—build it right and equip with PEUGEOT, the fastest motor in the World.

We have them in stock and want to figure with you on your 1909 requirements.

SEND FOR CATALOGUE

PEUGEOT FRERES
296 BROADWAY
New York

MERKEL LIGHT

Motorcycles

BELT AND CHAIN DRIVE

Merkel-Light Motor Co.
POTTSTOWN, PA.

Stop and Think What Curtiss Roller Bearings Mean...

NO MORE WORN BUSHINGS
30% LESS FRICTION
GREATER POWER

Add to this:
That long wheel base.
That trussed frame construction.
That V Belt Transmirsion.

And engines of the greatest power and speed.

"Makes an ideal outfit, doesn't it."

If you know all about them you'd order one to-day.

G. H. CURTISS MFG. CO.
Hammondsport, N. Y.
Manufacturers World's Record Motorcycles

Go'd Medal, Highest Award, 1000 points, won by a Curtiss Double Cylinder Motorcycle in both Trade and Private Owners classes of 1908 F. A. M. Endurance Run.

MIDGET BI-CAR

The Most Comfortable Motorcycle Ever Produced. Built Like a Car

SEND FOR CATALOGUE AND AGENTS' PROPOSITION

WALTON MOTOR CO., Inc.

Broadway and Merrick Road

LYNBROOK, L. I., N. Y.

Sole Licensees and Manufacturers

AS USUAL

When It Comes to the Private Owner Events **the HARLEY-DAVIDSON Wins**

The showing made by Mr. Delevan in Aurora is only in keeping with the **Harley-Davidson** reputation.

The **only** Diamond Medal awarded in the 1908 F. A. M. Endurance Run was won by the HARLEY-DAVIDSON

Don't wait until it is too late to see about the Agency

HARLEY-DAVIDSON MOTOR CO.

MILWAUKEE, WISCONSIN

WE

Cannot Enforce

Upon your mind too strongly the absolute and wonderful simplicity of the now World Famous

NSU

MOTORCYCLES

SINGLE CYLINDER TOURING MODEL

YOU may be an experienced mechanic, and if you purchase an N. S. U., you will marvel at the wonderful workmanship, strength and balance entailed.

YOU may be an absolute novice, not knowing the difference between the spark plug and the muffler, yet, when you reel off your first 50 miles or so on your N. S. U., you also marvel—it's so simple, so easy, so comfortable; and at the season's end the motorcycle is still running just as perfectly as it was 3000 miles ago — and that's just the point —

YOU DON'T HAVE TO BUY A NEW MACHINE EVERY YEAR IF IT'S AN

N. S. U.

THERE'S A REASON

AGENCIES ARE NOW BEING PLACED

N. S. U. MOTOR COMPANY

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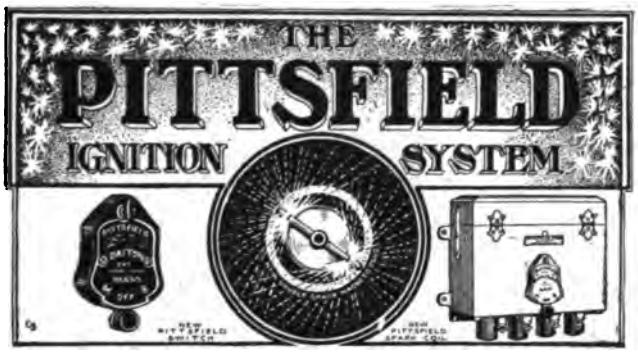

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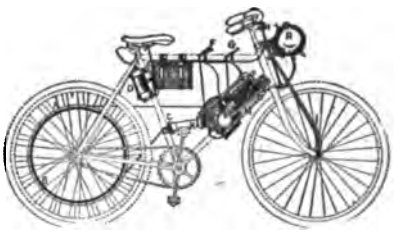

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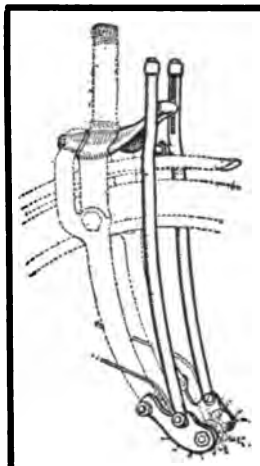

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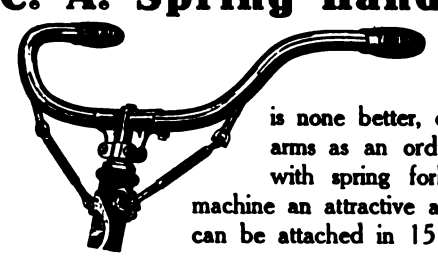

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Vol. III December 15, 1908 No. 18

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MOTORCYCLE ILLUSTRATED

Vol. III. No. 18 Dec. 15, 1908

PUBLISHED BY THE MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK CITY.

THE STANLEY

NO RADICAL CHANGES IN STANDARD MODELS. MANY MINOR IMPROVEMENTS AND REFINEMENTS. A FEW SO-CALLED FREAKS ON VIEW. GRAND TOTAL: 192 MACHINES

NEARLY two hundred, the total lacking just eight of this number, exclusive motorcycle exhibits were displayed at the Stanley Show, opened by Sir Albert Rollit on Friday, November 20, at the London Agricultural Hall. Again English and American history repeats. This year's number of exhibitors was larger than ever before, and was increased by several of the famous old bicycle makers—Humber, for instance—who have gone in for the manufacture of motorcycles, just as we have seen concerns here do—as, the Reading-Standard Company, and recently, the Pierce Cycle Company.

Minor, not drastic improvement, was the keynote of the whole Stanley Show. While there were a few radical changes, most of them can be classed as "freaks" pure and simple, and as such not likely to attain any very great degree of popularity with the slow-going, fixed-minded British public—unless, of course, some one or more of them should show such marked superiority that it could be forced ahead against all prejudice. Standard models were "the thing" and the visitors at the many booths showed a more lively interest in the little details than in the big, radical changes.

The design of the usual touring road models has settled down, in England, to a standard type. Nearly every manufacturer has put on handle bar control, magneto ignition, spring forks, stands, and luggage carriers. Frames have been lowered, saddle posts dropped, tank capacities increased, and other minor improvements, in both frame and motor construction, were noticeable.

There was a most noticeable tendency to dispense with pedals and fit in their place a neat pair of footboards on machines of 3-h. and over. The change speed gear is also steadily gaining ground, the live axle rear hub type most certainly predominating. Although other systems hold their ground, they have not advanced at the same rate. The twin cylinder lightweight is certainly increasing in popularity in England, and several new examples were on exhibition, the method of transmission having been greatly improved. There are three types to choose from—twin V, horizontal opposed, and vertical. The single cylinder lightweight remains practically unaltered. For passenger work the powerful twin cylinder machine, with two-speed gear was shown, attached in most cases to a sidecar, although there were a few examples of the aircooled forecar built as a non-convertible machine.

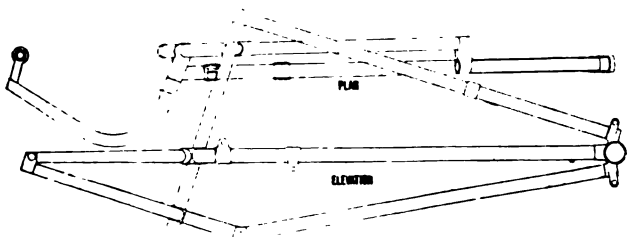
Of the new concerns that have entered the field, Humber Ltd. is without doubt the best known. This firm did build motorcycles a few years ago; but give it up after a time. Their new machine is a thoroughly modernized production, following standard lines for the greater part, but also incorporating many new and novel ideas in its construction. The carrying of the muffler is the most radical thing on the whole machine. This is incorporated in a portion of the forward down tube of the frame. This tube is enlarged, and affords a large expansion space for the exhaust gases. Then the manner of carrying and pumping oil into the engine base is extremely novel.

The one machine that violates all of the older traditions and ideas of motorcycle construction was the James —shown by a new concern, the James Cycle Company. This was partially described in the last issue of MOTORCYCLE ILLUSTRATED, but the illustrations show more in a minute than written description can convey in an hour. The frame of this machine is of special construction, with tubes all on one side of the two wheels. The saddle is suspended on special flat springs, which are attached to the socket tube on the front portion of the frame and to a lug perpendicularly situated below the saddle. The movement of the flat springs is further controlled by coil springs. Short laminated springs are fitted to the front wheel axle. The steering is a patented device, the steering pin being carried in the centre of the hub, the latter revolving over the pin on large diameter ball races. The back wheel hub is similarly constructed, and has a live axle, the belt rim being built up on a separate hub attached to the live axle, and running outside the frame tubes.

The gasoline tank, which is carried in front of the steering head and serves also as a mudguard, has a capacity for 150 miles. The oil tank will hold sufficient lubricating oil for 250 miles. The magneto is situated behind the engine, and driven by a chain enclosed in a case. The engine pulley has a sliding loose flange which provides for a free engine. When fully expanded the belt drops on to a ball bearing. The pulley can, of course, be operated while the rider is seated on the machine, so enabling a start to be made without running alongside. The procedure is to start by a handle from the live axle on the back wheel; the machine being jacked up on the stand. To start, the pulley flange is closed until a low gear of

about 6 to 1 is reached. The engine is then started and the pulley flange expanded until the belt drops on to the free engine pulley bearing. The stand is now raised (this is done automatically, the stand being controlled by a spring), the rider then seats himself, and by closing the flange of the expanding pulley the machine is started. The control of the carbureter and ignition is from the handlebar. Pedals are used to operate the brakes and the sliding flange on the pulley.

NEW JAMES MOTORCYCLE.



PLAN AND ELEVATION OF FRAME—THE JAMES.

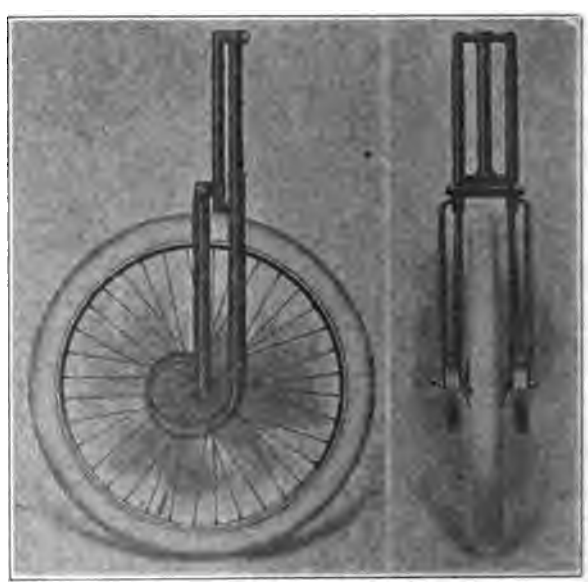
Of the machines that have been imported into this country, and with which American riders are familiar, there were shown the N. S. U., F. N., Minerva, Vindec and Midget Bicars. The latter have been but recently introduced here, and will be exhibited at the shows next month by the Walton Motor Co., of Lynbrook, L. I.

As outlined on another page of this issue—see Trade Department—the N. S. U. exhibit at Agricultural Hall was very comprehensive. All of the standard models were shown, also the new 3-h. twin cylinder lightweight. This machine was made much of and the N. S. U. sidecar shown received the highest kind of praise from British critics. It has a two-speed gear and free-engine, operated by one lever. The frame is sprung in front, the engine cooled by a fan, and almost every recent improvement is embodied in the construction of the machine.

The star attraction at the F. N. booth was, of course, the new 2¼-h. lightweight. Using the curved stamped cradle, which is a feature of the F. N. model, a 2¼-h. engine is placed transversely in the frame. This engine has an outside flywheel, and a small gear box is situated immediately behind it. In the box are a set of pinions which provide for two speeds. To change gear, one lever is used to withdraw the clutch and change the gear, and the gear cannot be changed without the clutch being first withdrawn. A special feature of the machine is that the whole of the transmission and clutch mechanism has been designed on motor car lines; that is to say, there is a universal joint at each end of the propeller shaft and also between the clutch and the gear box. The cone clutch is withdrawn by being pushed inwards. When the clutch is engaged the two faces are quite flush, and no dirt or dust can get in to damage the clutch leather. The other F. N. models—the 1¾-h. lightweight belt-driven and the four cylinder gear-driven—are, of course, well represented. A change speed gear for passenger work, fitted to the four cylinder F. N. was also shown. The box containing the gear is fitted between the bevel and the spur gear transmission, and is bolted around the propeller-shaft casing.

As usual, there was an excellent display of Minervas. They are fitted, for 1909, with Bosch high tension magnetos, driven by a patent eccentric transmission. The G. A. carbureter has been improved by the addition of an extra inlet, consisting of a small shutter with several holes near the top of the spray chamber and controlled by a small cover. The old system of controlling the air by means of balls has been continued, but the extra air admission is especially useful at high speeds. The left-hand twisting handle controls the throttle, while the right grip works the spark advance. The throttle is of the piston type. A neat form of cut-out switch is also situated near the offside handlebar. The fibre lined back brake has been considerably strengthened and improved, and this band is now considerably wider than last year. The brake can be controlled either by a pedal situated near the footrests or by back pedaling. When it is desired to wheel the machine backward, a small catch will throw the back pedaling arrangement out of action. The gasoline feed is provided with a neat form of filter. The addition of magneto ignition leaves extra space between the saddle tube and the rear mudguard, so that there is now ample room for a good size tool bag.

Most noticeable at the Vindec stand was the big 7-9h. twin cylinder machine. All the new models are enameled the Vindec gray, lined black and red, with white panels on the tanks. The machines presented a very attractive appearance. Even the saddle springs were colored to match the frame and wheels. All models were shown—3½-h. single cylinder, 5-h. twin cylinder, and 7-9-h. twin cylinder. The position of the carbureter has been slightly altered. It is now fitted midway between the two cylinders. The induction pipe can still be detached, or the inlet valve domes removed with the greatest facility. A new adjustment is provided for the handle bars. In addition to the vertical adjustment, the handle bar is now adjustable radially, so accommodating riders with various ideas as to the most comfortable position for the grips. An ingenious little arrangement to prevent the crank axle revolving is a spring catch which engages between the



SPRING-FORK DESIGN ON THE ROC.

teeth of the sprocket wheel. It allows the bracket axle to be rotated in either direction, yet does not allow the cranks to revolve even if the free-wheel is slightly clogged. Tubular luggage carriers are now fitted to all roadster machines.

Three models of the Midget Bi-car were shown. This machine, it will be remembered, has a specially constructed frame. The three models shown were the 3½-h. single cylinder, 3½-h. single cylinder with two-speed gear, and the 5-h. twin. Two of the models are provided with the J. T. Brown patent adjustable pulley. The two improvements for next year are a stand, which is neatly carried underneath the footrests, while the footrests themselves are suspended on springs. The back brake is also made adjustable. The Ruthardt magneto is now fitted to these machines.

MANY CLEVER DETAIL IMPROVEMENTS

By B. H. DAVIES

THOUGH my brain is reeling with staring at about a thousand detail improvements incorporated in nearly two hundred different motorcycles, I have not seen a single really big novelty likely to become standard. The English trade has simply taken its old 1908 stock, and spilt a little gray cerebral matter on it; and no one is grumbling, for dozens of English riders with big bank accounts are saying their old 1908 jigger does all the work they want out of it, and does it well. The following is a close specification of the standard type:—

OIL TANK AND PUMP ON FOOTBOARD—THE HUMBER.

ENGINE: 3½-h. m. o. v., with ball bearing crankshaft, set in cradle in front of bottom bracket, heavy flywheels, just sufficient overhead clearance to dismount the cylinder without disturbing the crankcase.

FRAME: 18 in. or 20 in. diamond, double top rail, horizontal saddle pin.

FORKS: Metallic coiled spring, without any lateral motion.

WHEELS: 26 in., fitted with 2¼ in. tires.

BRAKES: Pedal-operated shoe on inside of bolt-rim; front wheel rim brake, with inverted handle bar lever.

IGNITION: High tension magneto, driven by encased gears or chains.

CARBURETER: Float-feed spray, with piston or mushroom valve control, levers on handle bar, connected by flexible encased wires.

TANKS: Placed between top tubes of frame; often two gasoline tanks, with separate feed pipes. Oil tank incorporated with gasoline tank, with plunger pump cased inside tank.

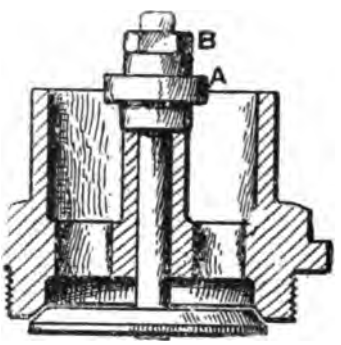
TRANSMISSION: Leather or rubber-and-canvas belt, ⅞ in. section, with variable engine pulley, and belt fastener adjustable for length.

FITTINGS: Carrier, stand, bags, pump, repair outfit, oil cans, and tools included.

NOVELTIES.

The smartest novelty of any mechanical value is the new piston fitted to the Rex and Triumph machines. Instead of three rings near the piston's head, it has one at the top and another at the bottom, both having stepcut ends. The piston thus has a ring to serve as a bearing at each end, slides more truly central, and so reduces wear of the cylinder bore. The idea of the domed head is that any lubricant working up on to the piston head will flow back, and so there will be less carbon deposit form on the piston.

Injections for starting up with a cold and gummy piston usually mean hauling off one's gloves, and unjacking a kerosene gun. Several machines now have a draintrap and spout fitted in the gasoline tank dead over the compression cock, so that if the piston is glued up with cold oil when you want to start, you just open both taps and let the juice flow straight in. The Triumph draintap has no proper cock-handle; but the spout has a ball joint, which acts as an automatic tap. Turn the spout forward, and it is open, and just over the compression cock; turn it back and it is shut. The Quadrant has mushroom inlet valves with flat faces and seatings, copied from the Mercedes cars, and replacing the usual beveled face and seat; the notion is that they keep gas-tight a lot longer. The Roc has miniature Cee springs between the tips of the front forks and the front spindle; deliciously jumpy, but a fine astronomical display is to be expected if they break.



NEW COTTERLESS INLET OF THE VINDEC.

There are two brand new machines from big cycle firms, who have not handled motors for some years. One—the Premier—is a smart up-to-date machine, with nothing odd about it. The other—a Humber—bristles with trifling novelties, the newest of which is a foot oiling apparatus carried on the footrest, the plunger having a return spring, so that you just press hard, when the engine feels dry. But a sideslip would crumple the oil tank out flat, so it will soon be shifted to a safer place.

Huntingdon Wells stages three cute ideas on his Vindecs, the biggest of which now carries a 80 mm. x 98 mm. Peugeot engine of 9-h. One is the inlet valve, which is of the automatic cotterless type. Its shank is screw-threaded, the cup can be adjusted up or down, and a locknut keeps it just there. Result, you can tension spring, or alter drop of valve at will, and there is no accursed little pin to fall out and cause trouble in the engine's guts. Another point is a double adjustment steering bar, so that you can adopt either the straight-back or the nose-on-lamp bracket posture at will. A third is a very silent

POWER PLANT AND TRANSMISSION OF THE NEW F. N.

muffler—which is the same old exhaust box, except that the part of the tin can which the hot gases hit as they quit the conducting pipe is lined and padded with asbestos card. This kills the ring of the metal, and has a marvelous effect.

MULTI-SPEED GEARS.

There is a pretty general call for variable gears, which even the improvement of variable pulleys does not seem to satisfy. Four types find most favor. The best is the Phelon-Moore, which necessitates the chain drive—a transmission that Britishers detest almost to a man. It consists of a double chain and sprocket gear from the engine to a bottom bracket countershaft; the countershaft sprockets are mounted on expanding clutches, in the form of split bronze rings, expanded by wedge bars; another sprocket conveys the drive to the rear wheel. The defect of this gear is that there is only a single adjustment for the two front chains, viz., a bottom bracket eccentric; but in spite of this the P. M. machines always secures a perfect score in the big endurance trials. A new gear that is booming just now is the Gradua. It consists of an expanding pulley. Most expanding pulleys get sunk on the rocky problem of taking up the belt slack. But with the Gradua gear, the rear wheel is carried in bearings mounted on long slides in the rear fork ends. These slides are pushed in and out by a worm-gear, operated by a hand-wheel and chains, the same hand-wheel also actuating the variable pulley. It sounds clumsy, but is really quite light and tidy, and works uncommonly well. It gives no fewer than 164 different gear ratios, and makes up into a first rate hill climber at a medium weight. The two other popular gears are the Roc—an epicyclic gear fitted to a rear live axle, with bearings carried in the fork ends instead of in the hub, and the Nala, a two-speed hub on the differential bevel principle.

DOMED PISTON HEAD AND DOUBLE RING ARRANGEMENT—TRIUMPH.

LIGHTWEIGHTS.

The sensation of the last season in England has been the coming to the front of three machines scaling only 80 pounds apiece, ready for the road, viz., the 1¼h. Motosacoche, the 2-h. Moto-Reve, and the 2¾-h. Douglas. All those three machines are staged with various juvenile crudities carefully eradicated, and they are selling like hot cakes, especially among riders who live in a levelish country or who are growing less nimble and more portly. But the real gem of the 1909 lightweight class is

"BIG FOUR'S" LITTLE SISTER,

the 110-pound 2¼-h. F. N. The F. N. Company weren't in a big hurry to produce a lightweight—they just sat on the fence and watched. They noticed that the early lightweights curled up on really serious pimples, from want of a second speed; they noticed the wheels and tires were too light; they noticed that the shoestring belts were forever causing trouble, particularly in rain. So they have evolved a slightly heavier and stronger machine, with the shaft drive which we've all seen on the big four cylinder, and including a gem of a little leather cone clutch, and two-speed sliding gear, affording ratios of 6 and 10 to 1. An admiring crowd stood and gazed at this fascinating little jigger by the hour, and even the famous "Big Four" got rather overlooked for once in its life.

FREAKS.

The freak-hunter always finds some game at the Agricultural Hall, and the worst sample this year was the James. It looks odd to see a bicycle with both wheels carried outside the frame, on projecting stub axles, just like the wheels of a four-wheeled automobile, and it is difficult to imagine what idea possessed the designer of this nightmare; his notion probably was to simplify the detachment of the tires. It must be admitted that the machine balances as well as if its wheels were carried inside the frame in the normal way, and he has certainly got hold of a very efficient springing; but whether the public will chuck over the universally accepted type of two-wheeler frame is quite another question. The engine is also unique, as the inlet and exhaust valves are concentric.

A second freak worth notice is an air cooled twin cylinder engine, without any radiating fins, both cylinders being cast dead smooth externally, and japanned a neat black. I had best explain hastily, before I receive the editorial push, that this is a lightweight machine with a two-stroke engine. It is alleged to climb our worst hills without overheating, weighs 105 pounds and develops 2¾-h. It is an uncommonly neat little mount, and if it does half of what is claimed for it, should be worth every penny of its price.

PASSENGER MACHINES.

The Show is very naked from the best girl's point of view. The only tricar worth two looks is the 6-h. N. S. U., a thoroughly sound and well tested machine. Apart from this there are only a few sidecars and a freak or two. The best new sidecar is the Mills and Fulford spring wheel, in which a simple up and down suspension, with coiled springs and a ball carrier, is fitted to any type of rigid sidecar. The Batcycle is a freak, and an expensive one, as it is listed at $600. It consists first of all of an ordinary belt driven 6-h. motorcycle. A special sidecar, carrying a differential axle, three-speed gear, and leather cone friction clutch, is then bolted onto the sidecar, and the bolt is removed, the clutch being dogged on to the engine pulley, so as to link it up to the separate transmission carried on the sidecar. Thus we get two machines in one.

SHOW MANAGERS WILL MAKE REBATES

A REBATE will be allowed to all the exhibitors of motorcycles at the Madison Square Garden Show. The amount will, of course, be calculated after the show is over, and checks will be forwarded to the exhibitors on a pro rata basis. In fact, the Association of Licensed Automobile Manufacturers show managers have decided to treat the members of the Motorcycle Manufacturers' Association the same as they do the members of the Motor and Accessory Manufacturers' Association. Some time ago a committee of the Motorcycle Manufacturers' organization called on the show managers, and the present decision is the result of this interview. This is the first practical result which the organization has achieved. It is announced that the managers of the Boston Show will also pay to the motorcycle makers' organization a lump sum, which will be paid into the treasury of the new organization. The show managers have been very broad with the motorcycle folks.

A CALL TO ARMS

STIRRING ADDRESS TO MASSACHUSETTS RIDERS

FELLOW MOTORCYCLISTS OF MASSACHUSETTS:

Having resided for some years in New York, one of the states of freedom for the motorcyclist, the writer, returning to the old Bay State, is particularly impressed with the exactions and unreasonable restrictions here and the actual persecution through overzealous members of the police and country constables.

In New York motorcycles were formerly licensed and carried numbers, but conditions were never so oppressive as here, and probably never have been in any other state. This has operated to restrain motorcycling, to drive people out of it who had already taken it up and to keep out many who would like to ride if the conditions were different.

Having been on the ground when the F. A. M. made its great fight in New York and succeeded in getting motorcycles entirely excluded from the Bailey motor vehicle law of 1904, the writer recognizes the great need and the opportune moment for making a fight in this state to secure modified conditions in our laws.

The situation is this: Shall we motorcyclists stand idle and allow the present conditions to continue, or shall we rise together in a body and make a fight to have them improved? It is up to us as a body; it is up to you as individuals supporting that body to decide.

Conditions will not improve of themselves. It means hard work, expenditure of money legitimately, and, above all, a pulling together and every man doing his utmost in his own sphere. If every man "lays down" and leaves it to someone else to do, there will be nothing done. If each one of you does your part a great deal can be accomplished.

Shall we continue to pay $2 for a license to operate a bicycle? Shall we be compelled to disfigure a new and highly prized machine with glaring figures four inches high painted on the mudguard, that brand us as suspicious characters for whom the police must watch—a disfigurement that is highly objectionable when desiring to sell the machine?

Shall the new purchaser be compelled to reregister that same machine for the balance of the calendar year, though it be but one month?

Today riders are subjected to arrest and heavy fines for violating the letter rather than the spirit of the law. The slightest pretext is pounced upon to fleece them anywhere from ten to fifty dollars. The writer can personally instance the following as a fair sample of persecution:

1. A rider having an operator's license, machine properly registered and numbers correctly painted, but not having the license and the registration certificate with him, was arrested, summoned to court, convicted and fined $10 on each of the two counts, a penalty equal to that imposed for willful evasion of the entire law requirement. In a certain Roxbury district the fines are usually $25 on each count.

2. A rider having his number painted on a strip of leather fastened to the mudguard, instead of being painted directly thereon, and otherwise fully conforming to the law, was convicted and fined as though not registered. These are not isolated cases, but typical illustrations.

An officer on Columbus avenue, Boston, stops every motorcyclist that passes and demands his papers, no matter how often the same man may pass, hoping some time to catch him napping. Are we in Russia, with the necessary passports, or in free America? In Hingham, a rider at ten miles an hour, is almost certain of arrest, while Dedham and Norwood are little better.

Do you ask the remedy? Through the efforts of the Federation of American Motorcyclists, New York, Delaware, Maryland, Virginia, Illinois and California have excluded motorcycles from registration, and radical improvements have been made in several other states. We must get results in *this* state.

There are 1,900 registered motorcycles at present. Comparatively few of the riders are members of the F. A. M. If we expect help from the organization we must support it unanimously and supply the means.

Every motorcyclist should belong to this national organization, which is everywhere working for the benefit of all riders.

We of the older riders well remember in the palmy days of bicycling what a powerful factor, politically, socially and in business, was the L. A. W., with its 103,000 members—an organization that could dictate rather than supplicate its needs. It was the L. A. W. that first started good roads legislation, the publishing of route books, establishment of a system of hotels giving special rates to its members, and the government of bicycle racing. Precisely along these same lines is the work of the F. A. M.; but we have not yet the numerical strength to take us beyond the stage of supplication in our legislative needs.

Should we as motorcyclists be less loyal to our national organization than were our progenitors, the bicyclists? The membership fees, $2 for the first year and $1 per year thereafter, are the only revenue, and these are the sinews of war and instruments of progress. Will you, each and every one, contribute your small share?

Some two weeks since, the writer, with our needs in mind, attended one session of the public conference in this city of the governors and governors-elect of the six New England states to consider matters of interest and benefit to all of this group of states. This particular session dealt with state highways, road building and uniform motor vehicle laws for all the states.

Serious defects in the present laws were freely acknowledged. Vigorous efforts will be made by the national and state automobile organizations to have entirely new and more equitable motor vehicle laws drafted and enacted at the next session of the Massachusetts Legislature, which convenes the first of the year. That is the time when the motorcyclists must make their fight to get all they can. The opportunity neglected is not likely to soon return. This fight means much expense for printed matter, stationery, postage and the employment of able counsel to represent our interests in the Legislature.

The writer attended the meeting of the Eastern District of the F. A. M. in New York, December 5, for the express purpose of presenting the needs in our state, and was honored with the appointment as State Commissioner for the organization. My first act is to make this appeal: that each of you not already a member shall send to me at once at the address below the sum of $2 for first year's dues to the F. A. M. If you are already a member get busy with your fellows who are not and send in their applications.

The organization gives you many benefits that are fully worth the small cost, besides the money and vexations that will be saved you if we can get the hoped for legislation. As Massachusetts was the banner state of the L. A. W. we want to make it occupy the same position in the F. A. M.

Yours most earnestly,

W F. MANN,

F. A. M. State Commissioner.

1000 Boylston Street, Boston, Mass.

MISS CLARA WAGNER, ST. PAUL, MINN.

It is claimed for Miss Wagner that she is the first lady in this country to use a drop-frame motorcycle. Miss Wagner learned to ride two years ago, at the age of fifteen, and in the past two seasons she has covered four thousand miles. On Labor Day she made the run from St. Paul to New Richmond, Wis., and return, 120 miles in nine and a half hours. Of course, she uses a Wagner drop-frame.

KINKS AND WRINKLES

Readers of Motorcycle Illustrated are Invited to Contribute Practical Suggestions and Experiences to this Department

MOTOR—had fine compression, fat spark, good mixture, and chains adjusted just right; but it would not pull hills like it did "before." I wasted hours and hours, tinkering with the inlet valve spring, to no good; then spent as many more fooling with the exhaust valve spring, trying to make it stiffer, when it was stiff enough. At last, by the merest chance, I happened to look at the space between the exhaust lifting pin and the exhaust valve, and found that it was ¼ inch. I took the pin out and had one made ¼ inch longer and case-hardened, and put it in, making a snug fit, with just enough space between the pin and valve to see through. You should have seen the difference in the pulling power, steady running, easy coasting qualities, and even in the sound in the muffler. Now it won't strike the average amateur that a bit of space between the valve and pin amounts to much; but it makes all the difference in the world.

We all know that the cam that lifts the valve is so made that when properly set, it begins to lift the exhaust valve when the piston is near the bottom on the working stroke (about ⅛ the distance down), and allows it to close when the piston is on the top. Now, if this happens when the engine is new and the pin and valve not worn, consequently coming almost together, as the valve and pin wear this action is changed a bit, until it is as follows:—

As there is a space between the two pins, this space must be passed before the valve begins to go up, consequently the piston has gone down further in the cylinder and the valve does not lift so high and it closes sooner, some times before the piston gets on top. Consequently it does not force all the burnt gas out of the cylinder, which overheats your engine, causes it to backfire, and loose power. It may be that your lever raises compression all right, which will delude you; but it does not raise it high enough to coast free, and after remedying the fault, notice the difference. Only a few days ago I had a friend of mine out-coast me when, things being equal, he should not, and on looking at the machine I was riding I noticed this very thing. I put on a small cap to take up the wear, as a quick repair, and went right back to the same hill and beat him down by thirty or forty feet under the same conditions. Try this.

THE reason of a lot of carbureters being unsatisfactory may be traced to the fact that the floats are sluggish in action, which renders it very difficult to obtain economical results. Sometimes this is due to an incorrect pivoting and setting of the weights, and sometimes to the float itself not being sufficiently buoyant. In very bad cases it causes "hunting" of the engine—that is to say, an alternate period of going well and of slowing down. When the fault is due to the action of the balance weights, it is often to be traced to the fact that the arms hang down at too great an angle. This means that for a given vertical movement of the float the arms have to describe a larger arc to communicate the necessary motion to the needle than when the normal position is nearly horizontal.

Another common fault is that the fulcrum of the balance arms is too near the needle, and thus the same thing happens as when the arms hang down too much—the float has to travel an unreasonable distance to give the necessary movement to the needle. These two defects exist for the simple reason that a lot of carbureters have been designed by people with a very rudimentary knowledge of the task they have undertaken, and who seem to think that the float chamber is of minor importance, and that if they can contrive some novel method of admitting auxiliary air they have accomplished all that is necessary for a successful carbureter.

Very often the floats themselves are made of too heavy gauge metal, or are too narrow in relation to their height, and occasionally one comes across floats which have been loaded afterwards by some tinkering genius as a means of regulating their action, instead of obtaining the desired result in a more effectual manner by adjusting the balance action to force the needle to open the valve. When a float chamber is afflicted with any of the above cited shortcomings it is frequently because the level of the gasoline does not come anywhere near the point the designer thought it would, and as the shape of the mixing chamber generally precludes much alteration in the height of the jet, the float chamber has to suffer by being burdened with contorted balance arms or an abortive float.

GUDGEON-PIN is the name applied by English writers and mechanics to the pin which passes through the piston, and the piston end of the connecting rod, by which the two parts are flexibly fastened together and retained in their relative operative positions. In America we seldom see this term used; but in its place are substituted the names piston-pin and wrist-pin. Both of these names are used to designate the same part. The name wrist-pin, as used by the early steam engine builders, referred to the pin passing through the cross-head and connecting rod of a reciprocating engine. This cross-head was arranged to travel to and fro between guides to insure the alignment of the piston rod of a double acting steam engine with the cylinder. The name, crosshead-pin, has of late years replaced wrist-pin as a more appropriate name for this part. As a motorcycle has no similar part which can be called a cross-head, it would appear that the terms wrist-pin and crosshead-pin would not apply to a motorcycle engine. However, English mechanics often use the name wrist-pin as applying to the pin located between the fly-wheels of a motorcycle engine, and holding them in their relative positions. This pin is known to all our American mechanics as the crank pin, and its duty is to receive the crank end of the connecting rod (big end as the English term it) and transmit the reciprocating motion of the piston to a circular motion of the shaft. It has been suggested by eminent motorcycle designers that the name "piston pin" be adopted as at once expressing the part referred to, and better adapted to a motorcycle engine.

A PRACTICAL and cheap gauge for showing the height of gasoline and oil in the tanks can be arranged by any rider who has the necessary tools for soldering. A piece of brass or tin tubing of proper diameter to pass through the holes in each tank should be of such a length to just clear the bottom of the tank. Solder

one end of this tube to the under side of the filling cap which screws into the oil tank and our oil gauge is now complete as the oil in the tank will mark its height clearly on the outside of the tube. The weight of the tube will prevent the filling cap from becoming lost should it accidentally become unscrewed. For the gasoline tank, another piece of tubing should be soldered to the filling cap in a similar manner, and in addition a small hole should be drilled in the center of the cap through which a fine wire (preferably steel or aluminum) should pass. To the end of this wire attach a piece of cork of such a size that it will slide easily up and down inside the tube. After screwing the cap into place push the float down until it strikes the bottom of the tank. The projecting end of the wire should then be bent over at right angles to the stem of the float and cut off so as to leave an "L" shaped end of not more than a quarter of an inch in length horizontally. The position of this "L" bend above the top of the filler cap will indicate the height of the gasoline in the tank.

NO sight is commoner than that of an irate motorcyclist testing his exposed plug for sparks. He puts them on the cylinder head while he makes or breaks contact, and they roll off; he holds the wire with one hand, and gets a healthy shock. Any rider can bolt a light iron bracket to the engine, with a drop hole in the end of it, to catch the plug body in such a position that the plug is supported with its head in frame contact. Or, an accessory, somewhat similar to

one just placed on the English market for this very purpose, can be made at slight expense. It is a little clip; the round head of which catches the plug on the screw thread and the narrow end is slipped on to one of the radiating fins. The plug is thus held with the sparking points upward, and it can be readily seen whether a regular spark is occurring between the points, even while seated in the saddle and pedaling the engine.

GOGGLES are an accessory given comparatively little attention by the average motorist, and the danger of extensive riding with ill-made glasses is by no means small. In buying goggles it is much the safer plan to secure those containing prescription lenses. There is nothing which is so injurious to the eyes as looking through plain glass which is not truly ground, for the eyes are wonderfully painstaking little members of our anatomy, and if ordinarily normal will do their best to automatically correct distortion. This constant strain will with most people speedily result in headache, and if persisted in the eyes will finally lose their power of accommodation.

THE opening of an automatic inlet valve has a greater bearing on the running of the engine than the spring, and is usually set to open too far—three thirty-seconds of an inch, or even one-sixteenth, is usually right. The spring may, for speed events, be as strong as the engine will start on, i. e., if the spring be so strong that the engine cannot suck it open when the machine is pushed to start it, a slightly weaker spring must be fitted. With twin-cylinder engines, press the stem tops of the two valves together and adjust springs so that both valves open simultaneously.

DON'T try to see how long you can keep your motor, which is fitted with a low gear for road work, "wide open," as you cannot oil it properly then, and a dose of oil very soon burns up when running fast. Then you take hundreds of other chances, too numerous to mention. Ride like a gentleman, and if the other fellow wants to race let him go on—if you don't like to take his dirt, stop a minute until it settles. Then when he is kicking about his machine having gone to the bad too soon you will still be piling up miles of pleasant and profitable riding—be reasonable—don't.

DON'T get mad when the farmer forgets to turn out for you. He may have never seen one of them garl darned things before, and never thought to give courtesy. If his team is skittish, stop and lead your machine past, or let him lead his past—that's what helps motorcycling. Don't say, "Oh, I'll never see him again anyway," for if you do he will see other people, including the officers, justices of the peace, judges and lastly but not least, the attorneys.

THE proper lubricant for the cupped leather washer of the tire pump piston is vaseline. Oil is too thin and it tends to work into the rubber hose, and even into the tire itself if too much is used. Vaseline, on the other hand, clings to the leather and lasts a considerable time. If the leather becomes dry it does not hold air well and pumping to high pressures becomes impossible while the labor of pumping even to low pressure is greatly increased.

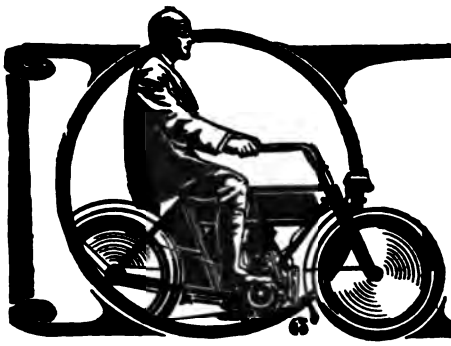
DO not neglect a "blow" in an engine. It may only be a faulty joint, such as a leaky valve cap, etc., but it may be an internal blow, which means badly fitting piston rings, or possibly the rings have so moved that the slots are all in line. In any case an internal blow is very bad, as it causes a carbon deposit to eventually accumulate in the base chamber, and then the big end and main bearings are liable to be scored.

NINE times out of ten when a man has stopped and is working on his machine, he would be glad for your assistance; but if you ask him if he needed it while on the "fly" he will smile and say, "all right, go ahead," and try to tough it out himself. Stop then and ask him if you can help him any way—it's brotherly, and doesn't take much time—you might be in the same fix a mile or so further on.

IF riding along and a dog, hog, chicken or child attempts to cross in front of you, don't try to get by in front of it by putting on more power—the chances are against you, and if you "hit" it will go as hard or worse with you than the obstacle. Cut off your power, and if a chicken or animal, "shoo" it off and then go on with whole bones.

WHEN you see your driving chain is so slack that it strikes against your rear tire, causing greasy streaks along the side, don't go on riding it that way until it either snaps in two, or runs off (much worse); but get down and spend a few seconds adjusting it to the proper tension.

DON'T attempt to keep the power on right up to where you want to stop, especially if you are riding your own machine, as it ruins tires, chains, frames, brakes, pedal cranks, engine bearings and compensating rings Cut off and coast down to where you want to stop, and then apply the brakes slowly.



TIMELY TOPICS

NEW JERSEY needs the money. The State Commissioner of Motor Vehicles has sent out a gentle reminder of the fact. It came last week, a very plainly printed circular letter. Of course, it doesn't say, "We need the money." It just intimates that. But it does say they are ready to receive it, which, in this case, means about the same thing. The letter starts off this way: "State of New Jersey, Office of the Secretary of State, Division of Motor Vehicle Registration," and is dated "Trenton, N. J., November, Nineteen Hundred Eight." It goes on to say:—

"The amendments to the motor vehicle act, adopted last year, provide that all registration certificates, including those issued to owners of motorcycles, expire on December 31, subject to the proviso in the law, that any motor vehicle duly registered may be operated under said registration certificate for a period not exceeding thirty-one days after its expiration.

"The main office of the department at Trenton is now ready to receive applications for renewals for 1909, and will begin the issuing of certificates as shortly after December 1st as possible. It is hoped that the respective agencies will be ready to open their registration books not later than December 15.

"We are enclosing herewith a blank form of application, which you may find convenient if you desire to renew the registration of the motorcycle now registered in your name.

"You may retain your present registration number by returning your 1908 card, and by inserting the number in the right-hand corner of the application blank before forwarding it to this department for renewal. Applicants are requested to make the remittance of the fee of two dollars at the time the application is filed."

So, if you want to ride in Jersey, dig for two bucks. Your old card won't be good much longer. It makes no difference if you did buy it only two weeks ago; it's time to get another now. It is just possible, too, if you write quick, and ask to have one of the first numbers awarded you for your promptness, you may get a card that only requires a single figure on the mudguard. Think of that!

AT last we begin to find out what the makers are going to spring on us at the shows. Last week the N. S. U. Company's American branch let out an inkling of what their line will be—and it is a dandy. There will be enough, and a variety, to suit any rider that wanders down the pike. Big twins and little twins, big singles and little singles, lightweights and touring models, they're all here.

Then the Merkel-Light Company, though not saying much, let leading questions draw them out a bit. There are both chain and belt drive models—the Light and the Merkel respectively. And another thing—this company will fit up some racing machines with the famous Merkel ball-bearing engines. It is promised that these will "Go some."

Another machine we learn the details of, too. It is one that there has been much speculation over. Every rider, and every maker, has been on the qui vive to know what its designer was to bring forth. The Indian. And now we know. Like everything the Hendee Company does, it comes out big. It gives prices, specifications, pictures, everything. And it is the first Company that does all this.

IF "Jack" Prince has his way, and lives up to his promises, there will be some mighty goings-on about this country next year. Things will be going round—three-lap board tracks. He left for Los Angeles last Tuesday, December 8, where he expects to put up a three-lap, scientifically banked, board track, which, he says, will be capable of 100 miles an hour. When he gets it done he is going to bring "Jack" De Rosier out there and whip Derkum, or any other coast "Pro," to a frazzle. Then he is coming back to Brooklyn in March, where he has secured an option on a piece of property, and will build a track in that city of rubber-plants and baby-carriages, the same as the Los Angeles one. Then he thinks he will put up some more; Chicago and New Orleans, he says, are in a receptive mood. And if anyone else wants tracks, just say the word, "Jack" is on the job.

THE Selectmen of a certain Massachusetts town near Boston have wisely decided that babies crying in the night-time may not be proceeded against as public nuisances. Against them a temporary injunction might not avail, and, even if the nocturnal exercise of voice and lungs should come within the inhibition of an ordinance, no way of abating the nuisance could be found, so says the New York *Times*. Not so with open mufflers, however. The Mark's ordinance was passed by the New York City Fathers last week and now, those fellows that have been in the habit of prowling around after nightfall, mounted on small sized "gatling guns," had best look out and turn over a new leaf for the New Year. The Bogey-man may get you if you don't.

THOUGH older heads counseled against it, and wiser tongues say "no," the younger element in the Los Angeles Motorcycle Club seem determined to hold a twenty-four hour race out there on Washington's birthday, February 22, next year. They may, or they may not, convince the majority of the members that it would be a good thing to do. One man writes, "Take no stock in it;" but another says, "The past week of cogitation has caused an increase in the enthusiasm with which the project was received." In any case an event of this kind would entail a great deal of expense and labor. It might prove interesting, and profitable. It is a big undertaking at this stage of the game; but if it is possible it can be carried out successfully, the Los Angeles boys can do it.

MR. AND MRS. SALSBURY.

Our Tricar Experience

I NOTICED an article in your valued MOTORCYCLE ILLUSTRATED of November 1st—quite interesting, but rather discouraging to riders of tricars—speaking of English machines heretofore as not successful, etc. Now, in justice to the tricar of today, and to encourage others who know little of the pleasures and pastime that should be credited to it, I feel that I, as an experienced rider now for two seasons, and as a reader of your magazine, should express my views.

My wife and I have an Indian 5-h. tricar (have just ordered a new 7-h. 1909 model, same machine) and we are on the road every Sunday, and sometimes on week days. My wife is not of the robust, strong type, but she does certainly enjoy our runs. She is little tired after a run of one hundred or more miles in one day, and we always wind up at the home with ravenous appetite. The sport is not violent, but, on the other hand, very fascinating. The longer we ride the more we enjoy it. We recently rode 132 miles in one day.

I find the exercise has done me more good than all the doctors. I am at times much run down with my office work: my tricar is the cure. We sometimes jog along at a fifteen mile gait, view the country and talk. When we come to a stretch of good road, we open her up and tear up the dirt in good shape; we don't stop for anything smaller than a cow; dogs can't catch us, chickens can't cross the road—we pass them before they can get a good start. We have run side by side with automobiles and our speed has registered thirty-five miles per hour. I can climb any hill a car will attempt.

The tricar, such as the Hendee Manufacturing Company turn out, has come to stay. It is low to the ground, easy to mount; there is no danger of a "spill," and it is but little expense to keep. With seat well back in the rear, you can watch the machinery; no need of puncture, as the rear wheel does not follow track of front ones. Have not experienced a puncture in 3,000 miles. When you stop, it is not necessary to hang up against a fence. As for riding side by side with passenger, I consider that a small matter. The engineer of the tricar has enough to do looking over the route, and his best girl is much safer out of arm's length, unless he wants to land out in some cabbage patch or cow yard.

Hoping these few lines may encourage the prospective tricarist, I am, yours truly,

L. L. M. SALSBURY.

Oakland, Cal.

Rich Decorations for the Garden

SINCE the big automobile shows began to be held in Madison Square Garden, each successive year has witnessed a marked improvement in the decorative scheme used for the occasion until, during the last four years, the interior of the famous old exposition hall has been made notably more magnificent for the exhibit of motor cars than for any other event in the place. A praiseworthy fact in connection with this dressing of the place is that the progress has been from the merely elaborate and ornate toward the chaste and elegant. At the forthcoming show, January 16-23, in which the Motorcycle Manufacturers' Association has taken about fifty spaces, the step in this direction will be more marked than ever before. There will be magnificence and elaborateness, but there will be less profusion, more simplicity and more richness in the general scheme. There will be a gratifying lack of the plaster statues seen in former years, and a tone of more solidity will prevail.

One of the few really showy pieces of decoration this season will be a sort of Garden fountain near the Madison avenue entrance. This is in the form of a low abutment of gray stone, curving about the first exhibition spaces facing the entrance. It will have a trough-like basin, into which water from griffin mouths will spray upon the electrically iridescent pool beneath, and this falling water, too, will be electrically radiant. In the pool of the basin there will be goldfish and pond lilies, some of the lilies natural and some artificial.

ONE of New York City's promising riders is Robert Butler, a sixteen-year youngster who has developed an ability to get the most out of his machine when occasion demands. During the past season he has covered over 7,000 miles on his 3-h. R-S single, over all kinds of good, bad and indifferent going. He spent his summer in the Catskill Mountains, and did a lot of riding through that section. When the time approached, in the latter part of August, when he should return to take up his studies at the New York City College, he started for home from Arkville at six o'clock one morning and arrived at the store of T. J. Sixsmith, on West 100th street, at just 1.45 p. m. That was a trip of about 165 miles, and of the six hours and fifteen minutes on the road Butler spent an hour and a half for lunch. His machine is remarkably fast. With it he had a runaway in the Private Owners' class at the recent Morris Park meet, and was beaten in one of the five mile events by only a small margin by a big twin R-S machine.

CLUB NEWS

MEMBERS of the Worcester, Mass., Motorcycle Club met at the Warren, their headquarters, Sunday evening, December 8, in a very short business session, after which a supper was served to club members and women acquaintances, who were invited to the meeting on account of the special exercises of the night, the presentation of prizes to club members for participation in club runs during the season. The award of prizes was made on a system of first and second class certificates. A second class certificate, scoring a half point, was given to every member starting on a club run. A first-class certificate scoring a full point was given to every member finishing under power of his own machine within a half hour after the arrival of the official in charge of the run.

The main prize, a silver cup, offered to the rider scoring the largest number of points, must be won two years in succession. L. J. Vaudreuil got the first leg on the cup this year with a total of fourteen points, the highest score that could be made in the season's runs. There were 15 runs; but on two a finish could not be made by any rider on account of the weather and a half point was the largest score that could be made. Mr. Vaudreuil also won a searchlight, which will be his property. Lincoln Holland, Jr., captain of the club, finished second with twelve points. He missed two runs and on another had to return with an acquaintance who broke down. His prize was a new tire.

W. H. Tannerbring won third with eleven points, an excellent performance, as he didn't join the club at the beginning of the series. Had he done so first place would be a tie between him and Vaudreuil, as Tannerbring made a perfect score for the length of time he was in the club. He gets two gallons of oil. Fourth prize, a pair of goggles, was won by A. P. Knight with eight and one-half points. C. E. Hitchcock, second lieutenant of the club, and chairman of the committee on prizes, made the presentations. A letter from Lincoln Holland, now in Los Angeles, was read. A reading was given by Miss Agnes Wilson. W. H. Hildreth played piano selections, and two of the prize winners, Tannerbring and Knight, sang.

THE Birmingham, Ala., Motorcycle Club was organized in the fall of 1907, with a charter membership of nine, all of whom were old riders and experienced men. Several entertainments have been given, as well as race meets, endurance runs, etc., and today the membership, including the honorary "ladies' list," is something like forty-five strong. The roads around Birmingham, as a rule, are very good, several are excellent, and rides as far as twenty miles out and back can be made on beautiful routes, passing through splendid stretches of scenery, shady "pine thickets," small villages, etc., and motorcycles, or "them things," as they are more commonly known, never fail to attract a crowd. This brings to mind the story one of the members tells. It happened on his first long ride through the country. He had stopped at a spring to get a drink of water, when a Son of the Soil came sauntering up, looked over the machine, then stuck his hand against the head of the motor, and, with a howl, jerked it away and exclaimed, "Gosh, the garl darned thing's hot, ain't it?" Our local club has a member who holds the world's championship for the 100 miles non-stop track record in competition. Suppose you all know who that is; but for the benefit of those who don't will say it is Robert Stubbs, the local Indian agent, and we feel justly proud of him and our fast mile dirt track here.

Stubbs says he is going after the mile record of :54 made in Los Angeles some little time ago, and states that he can make :52 on a 7-h. Indian—and we are ready to believe him "up to a certain amount." The mile track here is perfectly smooth and banked considerably more on the curves than any other horse track in this part of the country. It can be rolled and made hard, or scraped for horses. It can be put in shape in two days for speed records with motorcycles, and it is hoped next summer to have some notable riders go against the local champion, for no better or faster track could be desired.

SOME twenty members of the Motorcycle Club of San Diego, Cal., took part in one of the most successful and interesting runs the club ever held on Sunday, November 22. They journeyed to Del Mar, where they were the guests of Al. E. Lambla, Lieutenant of the club, who had a keg of "nails" and some eatables prepared awaiting their arrival. There was sport all the way. Bill Borden's front wheel cast a nut just as Bill was rounding the curve leading up a wicked grade across the bridge where La Jolla begins, and Bill jumped just in time to escape butting out his thinking apparatus against a sand bank. Bill's forks were bent considerably. Al. Lambla and Stanley Andrews (with help) did the blacksmith act, using a "For Sale" sign, taken from a lot near by, as a lever, and a borrowed pipe wrench, to finish the job of straightening the forks.

Deep sand was only a slight impediment; but anybody who didn't take one or two unexpected "sit downs" wasn't worthy of his salt. Everybody had fun of some sort. One of the bunch got lost, and found himself at Encinitas, seven miles beyond Del Mar and lunch. One man came home on the Santa Fe R. R. at night. A collection of ball players from the crowd lined up against the Del Mar league team and whipped them, 2 to 1, so they say.

While riding on the beach an extra large wave rolled ashore and splashed all over French. Water got into his magneto, short circuiting it, and he was marooned for two hours while it dried out. But it was a great trip. Among those who were there were: C. A. Sheppard, John Scripps, Bill. Borden, Ben. McLeran, Jas. Urquhart, W. Burnell, H. Swayne, C. E. Smith, S. Pearce, C. Morris, A. Dallas, T. M. French, J. McAndrews, P. C Kelley, T. Warfield, B. Robertson, E. Campbell, W. Toews and Al. Lambla.

NEW YORK CLUB CHANGES CONSTITUTION

THE last two meetings of the New York Motorcycle Club were ones of particular importance. At the November meeting several changes in the Constitution and By-Laws were made, notably an increase in the dues from four to six dollars a year, the change to take effect January 1, 1909. The word "white" was inserted in the clause defining eligible applicants for membership. There was also an important change made in the manner of nominating members for office. Instead of a nominating committee, heretofore appointed by the president to make up a ticket, it was decided to make direct nominations, from the floor, at the first meeting in December. The members so selected will be voted on by ballot, the same as usual, at the first January meeting.

At the club rooms on Wednesday evening, December 9, the new method seemed to work very satisfactorily. Most of the members had made up their minds for whom they wished to vote, and in several cases only one nomination was made for an office. In others, however, several names were put up. And that was where the advantage of the scheme made itself most apparent. If any member did not agree with the nominations already made, he got up and made one of his own. For instance, four directors are to be elected to act with the officers. Nominations were made of nine men for these positions. As the date for the next regular meeting happens to be Christmas Eve, it was voted to adjourn till Wednesday, January 13. At this meeting officers for the coming year will be elected, and the club urges every member to be present.

MILWAUKEE BANQUET

AS a convention was in session at the St. Charles Hotel, where their meetings are generally held, the Milwaukee Motorcycle Club transacted their business at the last regular Friday evening meeting at F. A. Bremer's new establishment at North avenue and Seventh street. The date for the annual club banquet was set for Saturday, January 16. This should certainly prove to be an elaborate affair if the plans at present under way are carried out. What appears to tickle the boys most though, is the fact that the banquet will not cost the members of the club a single cent, on account of the healthy condition of the treasury. The blowout will, of course, occur at the St. Charles Hotel, where the club has made its headquarters the past year, and this fact alone assures "good eats" and everything that goes with them to make a good time a *real* good time. Walter Davidson and F. A. Bremer were appointed a committee on arrangements. One member, who was absent at the meeting two weeks ago, wanted to know if "Lady Friends" were to be included in the invitation. The chorus of indignant noes that greeted his query must have made him wish the question had not been put. It was made very plain that the affair is to be strictly "stag."

BEVERLY MEN ORGANIZE

BEVERLY, Mass., motorcyclists have organized. Fifteen of them met, on the evening of November 30, in Hilham's motorcycle shop on Rantoul street and formed the Beverly Motorcycle Club. The club starts off with a membership of three-quarters of all the riders in the city, and by progressive methods this winter by running off some race meets, hill climbs, etc., next summer expects to enroll all the others, as well as riders from other nearby cities. Salem, though a larger place, and numbering more riders, has no club, and it is hoped to make the Beverly headquarters so attractive that many of the Salem boys will join the club. The room at present occupied is at 174½ Rantoul street and is fitted up snugly for the winter months. Officers were elected at the organization meeting as follows: J. M. Hemeon, president; W. Bramham, secretary and treasurer; and a committee of three, Messrs. McLaren, Friend and Hemeon were appointed to draft a Constitution and By-Laws. Following are the members to date: J. M. and W. R. Hemeon, F. De Lara, R. McLaren, Wm. E. Christie, W. E. Chase, Paul Tremblay, Chas. Brotchie, W. Bramham, J. E. Phelan, A. H. Warner, C. McGinnis, L. E. Friend, F. Chamberland, J. Hilham.

FIFTEEN members are enrolled in the recently organized Grand Rapids, Mich., Motorcycle Club. The boys are just waking up to the possibilities of the value of organization and many more riders will, without doubt, be registered in that city during the coming year. An example of how the fever has hit is shown by the fact that a party is being gotten together to attend the motorcycle exhibit at the Chicago show in February.

CHICAGO has a new club. Through the efforts of Manager Fisher, of the local Indian branch, the riders of machines of that make have been organized and incorporated under the name "Indian Motorcycle Club of Chicago." The new organization intends to make things move next year. Its first run was held on Sunday, November 8, and the photograph reproduced here was taken that day.

ROBERT STUBBS, HOLDER WORLD'S HUNDRED MILE TRACK RECORD.

AT BIRMINGHAM, ALA., ON NOVEMBER 24TH, STUBBS RODE THE 100 MILES IN 107 MINUTES, 44 SECONDS, BEATING THE FORMER WORLD'S RECORD BY 14 MINUTES, 35 SECONDS. HE HAS COMPETED IN 53 EVENTS AND HAS ALWAYS WON A "TIME" PRIZE OR A "FIRST."

LOS ANGELES AGAIN: DERKUM BENEFIT:

ANOTHER WORLD'S RECORD

"It wasn't a case of 'Here they come' and 'There they go,' but of 'Where are they now?'"

THAT is the description, by a local enthusiast, of the race meet at the Ascot Park track in Los Angeles, held on Sunday, November 29. The star performer on that occasion was one Fred Huyck, the Chicago youngster who is spending the winter on the Pacific Coast and devoting his time and experience to the effort of lowering some of the existing figures, from the one mile up, at every opportunity he can get. And it was his riding that brought the ejaculation from the above mentioned local man. The meet was a benefit for Paul J. C. Derkum, who has gotten into such a shape that he needed it. The Los Angeles Motorcycle Club lent its good wishes—no more—toward making the affair a profitable one for its old enemy. Derkum is now one of the best friends the club has, it might be mentioned, and he has assured it, that he will make no more trouble. In fact, he says he will ride for it, "free-gratis for nothing," whenever it may want him to.

Huyck established three new records—for the standing mile, the flying mile and for five miles. He also won two of the events on the card. In the hour race, after he apparently had everything well in hand, an unfortunate break in the gasoline feed pipe of his machine put him out of the running. He covered twenty-five miles, however, in this event in the remarkable time of twenty-four minutes. It is the consensus of opinon among the Los Angeles boys that, but for this accident, he would have hung up a new record for the hour.

The meet was originally scheduled for Sunday, November, 22, but Jupiter Pluvius beat out Old Sol that day, and as a result of a drizzling rain which started in about noon it was found necessary to postpone the meet for one week. Not until the last minute did the management make up its mind to disappoint the 2,000 racing enthusiasts who had braved the inclement weather in order to witness the speed contests. At 2 o'clock, however, an hour after the time set for starting the first race, it was decided that, inasmuch as there were no signs of a let up in the storm, it would be folly to attempt to start the first lot of riders and endanger their lives on a track which, wet with water, had become soft and slippery, especially on the turns. A hasty conference between the management and riders resulted in the announcement that the event had been called off until the next Sunday. Rain checks were issued, and though the crowd was disappointed, it went away with the determination to come back the following Sunday. It did, and more. When the races were called there were 6,000 persons to cheer the riders on. It was the largest crowd that ever saw a race meet on the coast.

It was in the fourth event that Huyck won his western spurs, and in the five miles in a free-for-all double he clipped a second off his former mile record, made a new record for a mile standing start, and set the mark for the five miles down to 4:38. He made the first mile in

1.01, the fastest in 0.53, and the five miles in 4.38. Blaylock took second, and Earhart third.

Though the crowd experienced many thrills as the reckless riders flirted with death, there was keen disappointment, for Derkum, the "peerless rider" failed. The "daredevil" cyclist rode like a novice. He seemed to have lost his nerve. According to Ben Fay, his manager, Derkum is a nervous wreck. Whether he will ever pull himself together sufficiently to ride again in fast time is a question. Fay believes Derkum has ridden his fastest races. When Derkum, late in the afternoon, went to the starting line his admirers were surprised at his apparent lack of form. Instead of his usual sprightliness, he appeared fagged, and presented a pathetic picture.

Derkum, instead of riding for the hundred-mile record, evidently got cold feet and rode a ten-mile exhibition in the slow time of 10:07. As Blaylock had turned the oval ten times in 9:40, it made Derkum's feeble attempt look foolish. In attempting to recompense the crowd he did a few didoes by riding at a two-minute clip around the track with his feet over the handle bars and sitting sideways on the saddle, but it failed to enthuse the crowd very much, as he had promised to ride 100 miles in 100 minutes.

The management, true to its promise, started the first event promptly on schedule at 1 o'clock. Three riders lined up for the signal for the initial race of five miles for fully equipped stock machines, single cylinder under twenty cubic inches displacement—R. Seymour on a Thor, M. J. Graves on an Indian and F. J. Loge on a second Thor. Seymour got away flying, and was never headed during the entire distance, finishing up in 6:30 1-5, with Graves second several hundred yards ahead of Loge.

The riders entered in the second event, a similar race for double cylinder machines under forty cubic inches displacement, were on the scratch as soon as the first race had been concluded. Huyck took the lead at the start and held it until entering the stretch on the last lap when Seymour went by him and was able to cross the finishing line less than a wheel's length ahead of Huyck. The performance of Seymour in this race was marvelous. Trailing Huyck for more than four miles, giving the Indian rider the lead by a wheel length, he gradually closed up on the last lap, and by good generalship managed to get by on the outside of Huyck and cross the tape first. The time for the five miles was 5:30 1-5.

The third event, a five-mile free-for-all single cylinder machines, again brought Huyck into the limelight. Mounted on a 3½-h. Indian single he took the lead at the start and was never in danger for the balance of the race, finishing up in 5:21 2-5.

The fifth race, a free-for-all, single cylinder, for five miles, allowed any horsepower of F. A. M. rating to enter. Irwin Knappe on a 3½-h. Indian took first honors in easy fashion, followed by Graves, on another Indian, and Seymour on a Thor.

The sixth event, a professional race between Ben Bressee and Derkum, was called off because of the non-appearance of Bressee.

The eighth race for the championship of California, open to California riders only on single cylinder machines, brought out one of the best fields during the afternoon. The distance, ten miles, proved just long enough to make matters interesting. Here Balke and Schelini hitched up, and until the last lap it looked as though Balke had the race won. Too much oil is the answer to the slow time made by Balke on the last lap, and also the reason for Schelini being proclaimed the first champion of California. M. J. Graves on an Indian finished third. The winner's time for the ten miles was 10:51 3-5.

The ninth race, the "state championship" for twins, went to Blaylock, riding a 7-h. Indian. He completed ten laps in 9.40. Shaffer, on a Thor, was awarded second place and Buneman, on a Minerva, came in third.

Eleven riders lined up for the big event of the day, the one hour race, with Earhart on the pole. Again Huyck jumped into the lead, followed closely by Al. Earhart. Freddie proved too fast for the local rider and gradually drew away from him. By the time Huyck had finished his third mile it was clearly demonstrated that he was after all records. Miles in 55, 56 and even as low as 54 were being reeled in rapid succession and by the time he had covered the sixth lap of the track he had managed to gain a lap on Graves. On the tenth mile Huyck lapped both Shaffer and Earhart, and then, in rapid succession, succeeded in lapping each of the other contestants until the 26th mile, when he had caught up with Earhart the second time. Right here is where he started to have trouble and on the 28th mile, after making the lower turn, was compelled to drop out of the race and pedal into quarters on account of a disconnected gasoline supply pipe.

With Huyck out of the running the outlook seemed anything but the best for the Indian contingent, who now put all their hopes in Blaylock to down young Seymour, who was riding like mad on the fastest Thor in the local shop. Blaylock was equal to the emergency, however, and at the end of the hour had reeled off 57¾ miles. Seymour was close behind him, having covered 57½ miles. Earhart, on his Thor, was given third position, having covered 54 1-3 miles.

At the conclusion of the races Roy Knabenshue and his airship were sighted coming over the housetops from the Chutes.

Much of the success of the meet, both from a sporting as well as a financial standpoint, was due to the unceasing efforts of Ben. A. Fay, upon whose shoulders practically all of the details rested since the project was first launched. He pulled off the entire program without the slightest hitch and without the sign of an accident, and the meet will go down in local history as one of the grandest successes in local motorcycling racing. Summaries:

Five miles, fully equipped stock machines: R. Seymour, Thor, first; M. J. Graves, Indian, second; F. J. Loge, Thor, third; time, 6:30 1-5.

Five miles, fully equipped stock machines, double cylinder: R. Seymour, Thor, first; F. Huyck, Indian, second; M. J. Graves, Indian, third; time, 5:30 1-5.

Free-for-all single cylinder: Huyck, Indian, first; A. Schelini, Thor, second; Charles Balke, Merkel, third; time, 5:21 2-5.

Five-mile free-for-all, double cylinders: Huyck, Indian, first; Blaylock, Indian, second; Earhart, Thor, third; time, 4:38, a world's record.

Five miles, free-for-all single cylinder stock machines: Erwin Knappe, Indian, first; M. J. Graves, Indian, second; Seymour, Thor, third; time, 6:28.

Five-mile professional race between Derkum and Bresee, not run.

Trial for world's records by Derkum, all marks from one to ten miles, Derkum failed.

Ten miles, championship of California, single cylinders: A. Schelini, Thor, first; Charles Balke, Merkel, second; M. J. Graves, Indian, third; time, 10:51 3-5.

Ten miles, championship of California, double cylinders: Blaylock, Indian, first; Shafer, Thor, second; Bueneman, Minerva, third; time, 9:40.

One-hour race, first twenty-five miles for world's record: Blaylock, Indian, first; Seymour, Thor, second; Earhart, Thor, third; distance 57 miles (world's record in competition). Huyck made world's record during first twenty-five miles (24 seconds), but dropped out before finish.

GROUP OF BOSTON M. M. RIDERS ON A HUNTING TRIP.

GEORGIANS HOLD THANKSGIVING MEET

THERE was a Thanksgiving Day race meet on the half mile track at Milledgeville, Ga., that drew the entries of all the local "speed merchants," and an interested crowd of spectators. Seven events were run off, the last being a motor paced bicycle race. In the first, a five mile free-for-all, Troutman easily led the field the entire distance, and won in 7:45. V. H. Moss and Ed. Lawrence put up a pretty race and finished in second and third positions in that order. In the second race Moss and Lawrence finished in the same order; but in the fourth Lawrence reversed the order and beat Moss out. The latter, however, was handicapped by a broken pedal crank. The summaries:

Five miles, free-for-all. Won by Winton Troutman, 5-h. Indian. Second, V. H. Moss, 3-h. R-S. Third, Ed. Lawrence, 3-h. Torpedo. Time, 7:45.

Five miles, for single cylinder machines. Won by Moss, 3-h. R-S. Second, Lawrence, 3-h. Torpedo. Time, 7:50.

Three miles, for twin cylinder machines. Won by Troutman, 5-h. Indian. Second, B. Harris, 5-h. Indian. Time, 3:48.

Three miles, for single cylinder machines. Won by Lawrence, Torpedo. Second, V. H. Moss. Time, 4:00.

Two miles, free-for-all. Won by Troutman. Second, Moss. Third, Lawrence. No time.

Five miles, for riders of Torpedo machines. Won by Lawrence. Second, H. Wood. Time, 8:24.

Motor paced bicycle race, one-half mile. Won by Chas. Heyfron. J. Hogan second. Time, 4:00.

F. A. M. EASTERN DISTRICT ELECTS OFFICERS

THE Eastern District, Federation of American Motorcyclists, pledged itself to carry on a campaign for the maintenance of cycle paths at the meeting held on Saturday night, December 5, in New York City. It also resolved that the theft of motorcycles from its members should come to a stop, and decided to offer a reward of $25 in every case for the arrest and conviction of the guilty parties. Officers for the district were elected for the coming year, the appointment of one State Commissioner was announced and a set of rules and regulations were adopted. There was also a general discussion as to the needs of the district and the lines of action it should follow in legislative and other matters.

When the meeting was called to order by Vice-President E. S. Buffington there was only a baker's dozen of the several hundred New York members present, and of the other states comprising the district three were alone represented. B. A. Swenson and E. S. Buffington came from Rhode Island, W. F. Remppis and Rich. Kindig from Pennsylvania, and W. F. Mann from Massachusetts. The meeting had been called for New York City solely because of the large membership the Eastern District has in Cotham, but the attendance was disappointing. Those that were there, however, carried through the work of the session with vim and determination.

B. A. Swenson, of Providence, was elected Secretary of the district, and F. W. Horenberger, of New York City, was made Treasurer, both by the unanimous vote of the house. W. F. Mann, of Boston, it was announced by the Vice-President, had been appointed as State Commissioner from Massachusetts. It was left to W. F. Remppis to pick out a suitable appointee for Pennsylvania and forward his name to the Vice-President. Five other State Commissioners have been selected, and their acceptances are being awaited. The rules and regulations adopted were ordered printed and a copy mailed to each member.

It was decided to provide a "transfer" to each member of the district, to be attached to his machine. In it the details of the $25 reward for the conviction of the thief who makes away with that particular machine will be given, and it is expected the plan will have the effect of reducing the large number of stolen motorcycles to a very few, at least among F. A. M. members. One of the features of the meeting was the long communication from Dr. J. B. Thornton, of Boston, who criticized almost everything, from the open muffler to the lack of legislative effort in his state.

IF You want to sell your machine advertise it in the MOTORCYCLE MART, Two Cents a Word.

Motorists Against Street Sprinkling

NEW YORK motorcyclists, through some one of the several clubs in the city, might lend a hand, or at least their moral support, to the movement that is on foot to have the Aldermen pass an ordinance prohibiting the sprinkling of the streets in the day time, proposed by Alderman Brown. A public hearing was held on Monday, November 30, and another on the following Monday, December 7, before the Laws and Legislation Committee of the Aldermen, in which the provisions of the proposed ordinance were discussed. It provides that:

"No person or persons, corporation or corporations, shall sprinkle or flush the surface between the curbs of any streets paved with asphalt, wood block, or other smooth surface pavement between the hours of 8 A. M. and 6 P. M. A violation of this ordinance shall be a misdemeanor punishable by a fine of not more than ten (10) dollars or by imprisonment not exceeding ten (10) days for each offense. This ordinance shall take effect immediately."

Two very powerful organizations, the Automobile Club of America and the Society for the Prevention of Cruelty to Animals have come to an understanding whereby they will co-operate to effect the passage of the ordinance. This was brought about by a letter from Alfred Wagstaff, President of the S. P. C. A., to A. R. Shattuck, Chairman of the Good Roads Committee of the Automobile Club of America. Mr. Wagstaff wrote:

"Streets in every large European city are flushed to maintain healthfulness and cleanliness, and that should be the practice here. By flushing all decaying, germ-infected, disease-carrying matter is removed, and as this is done at night traffic is not interrupted. Sprinkling only makes slime. It does not destroy the germs of disease, it does not cleanse, it does not improve conditions, and it kills horses.

"When asphalt is either thoroughly wet or thoroughly dry it gives good footing, but when slightly wet by rain or snow or sprinkling cart it becomes dangerously slippery. It is then unsafe to every horse, no matter how sure-footed, no matter how carefully driven.

"The remedy is to abolish sprinkling, and when the streets become dangerous from rain or snow to sand them.

"This society has vainly appealed from city department to city department, and has vainly assisted at a test case under the common nuisance law to prevent the sprinkling of asphalt and wood-paved streets in the interest of horses and their owners."

Both of these organizations had representatives at the hearings, as did a number of trucking and contracting societies and others. The team owners stated that in some cases the loss to them through the sprinkling of streets was from $1,000 to $2,000 a week, due to the horses falling on the slippery pavements.

Sherman With Aurora

GEORGE W. SHERMAN, for some time General Manager of the motorcycle end of the business of the Light Manufacturing & Foundry Company, of Pottstown, Pa., and more recently Secretary of the amalgamated Merkel-Light Motor Company, has resigned the position as secretary of that concern and also as a director, and has joined the staff of the Aurora Automatic Machinery Co., of Aurora, Illinois,, as General Sales Manager. Mr. Sherman has had long experience in the motorcycle trade, in fact, from the very start. To mechanical ability and a deep knowledge of motorcycle needs he has also had long experience on the selling end. The amalgamation of the forces of the Light Company and the Merkel Company gave the new concern an overplus of good material, hence the change which is now announced. Mr. Sherman carries to Aurora the best wishes of all the Pottstown folks, as well as the good will of all who know him.

LOUIS FLESCHER, an Omaha, Neb., Merkel enthusiast, has been making the local inhabitants sit up and take notice lately. He rode from Omaha to Dallas, S. D., in two days during the week of November 23. On this trip, over the prairies of Tripp county, on the Rosebud Indian agency, Flescher counted four trees, three sod houses and a like number of wooden shacks. Everything else to be seen for 135 miles was sand. The grass had been burned off the entire country by prairie fires, and the going, over the stubble, was fine rough riding for the motorcycle. Before this, Flescher had beaten the express train schedule between Omaha and Norfolk, making a round trip of 270 miles. He covered the first 70 miles of the 131 to Norfolk in two hours and thirty-five minutes, and the whole distance in five hours —one and one-half hours better than the train schedule. The distance by rail is nine miles short of that by road, too.

EFFORTS are being made to introduce the Motosacoche into the United States. M. Krieger, of the Swiss firm of H. & A. Dufaux & Co., makers of the machine in that country, and patentees of it throughout the world, has applied for space at the Madison Square Garden show, where several models will be exhibited in order to bring them before the American public. In the meantime M. Krieger is endeavoring to sell the patent rights to some manufacturer in this country, or, failing that, he will try to organize a company to make and place the machines on the market here.

THERE was another California "Endurance Run," from Fresno to Bakersfield and return, held about the middle of last month. A schedule of twenty-one miles an hour was maintained for twelve hours—with a half hour in Bakersfield for lunch. Checking stations were established at several points. The winners were Dr. E. K. Peters (Excelsior), 1,000 points; B. Lovelace (Reading Standard), 999 points; Ray Falkenstein (Merkel), 996 points.

PLANS are being laid for a monster hill-climb next May by the Danville(Ill.)Motorcycle Club. It is said that the grade selected, Langley Hill, has a double reverse curve in it that has Algonquin Hill "skinned" a thousand ways. The climb is 1,600 feet. Literature will be gotten ready for the New York and Chicago Shows, and the affair will be well advertised. Every manufacturer and importer in the United States will be asked to send machines and riders for the different classes.

MOTORCYCLE SHOWS, 1909

NEW YORK—Madison Square Garden, January 16-23. Merle L. Downs, manager, 7 East Forty-second street, New York City.

CHICAGO—Coliseum Annex, February 6-13. Samuel A. Miles. manager, 7 East Forty-second street, New York City.

BOSTON—Mechanics' Building, March 6-13. Chester I. Campbell, manager, 5 Park square. Boston, Mass.

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Stop the Sprinkling

SEVERAL good reasons there are, from the motorcycling point of view, why the ordinance proposed by Alderman Brown should be passed by the New York City Aldermen. The reasons why the several organizations that are backing the Alderman do so, as set forth on another page, would seem sufficient. But we know, from past experience, that the City Fathers are slow and deliberate, and that all the pressure that can be brought to bear on them will rest none too heavily on their shoulders. There is not a rider in the city but has had some experience, more or less, depending on his intrepidity in tackling a wet asphalt street as a place to ride on. He does it on occasions, not through choice, but because he cannot avoid it. When it is sprinkled, and becomes slimy, there is nothing more treacherous or dangerous than this self same asphalted roadway that we all enjoy riding over when it is dry.

Every rider on wet asphalt takes a long chance against a "spill" that may, or may not, injure him and smash his machine. Other vehicles using the street, automobiles, carriages and even pedestrians, slip and slide around to the danger of everyone within striking distance, on wet days or after the sprinkling cart has gone on its merry way. There is a mighty jumpy sensation in a fellow's throat when he sees an automobile bearing down on him, with wheels locked, skidding about from side to side. And the worst part of it is, a motorcycle cannot be turned sharply out of the way, or stopped suddenly, when it meets a danger of that kind on slimy, slippery asphalt; its rider has to stick it out as best he may, or else take a tumble, perhaps under the very wheels of the threatening car. Then, too, the horses suffer and slip and fall. To have one drop down in front of you, or right alongside of you, is disconcerting, to say the least. We hope the Aldermen will say, quickly, "Stop the sprinkling."

Get Together

AT the New York show many motorcycle makers and sellers will foregather. It is a splendid opportunity for good work. The motorcycle manufacturers and importers are already organized. But at the New York show they might hold a dinner and get even better acquainted. Or, perhaps, they might give a dinner to motorcycle agents some night during the show. The enthusiasm born of social contact and Extra Dry might result in something—perhaps an agent's organization. And the motorcycle accessories people—perhaps there might be enough of these to formally get together.

Everything is organized now-a-days. It seems to be a valuable thing to do, else why is it so universal. True it is that no specific beneficent act may be accomplished; but the mere act of getting together socially is stimulating and valuable.

Should makers and agents convene about the mahogany, some bright, eloquent, commonsense maker could sweep away much fog and misunderstanding in a ten-minute talk, and, per contra, brief chats by some of the big agents, the successful hustlers, would cast light into some dark places.

Well, to be brief, you all know how it is when the coffee and cigars are reached. At that stage the *receptivity* of the individual is great and the social instinct is huge. Mean, narrow men, the knockers, etc., etc.—they warm up and radiate. It all does each fellow a whole lot of good. Mere thought—submitted to the Powers.

Men of Massachusetts!

MOTORCYCLISTS of Massachusetts, hear! hear! Read the call to arms of one of your comrades, fully printed on page 5 of this issue. Your motor vehicle laws are shamefully, almost idiotically, oppressive. They lie heavy on the shoulders of all motorists. In brief, they are blue, puritan. The spirit that blazed up into your Salem witchcraft is in them.

Shall you discuss, reflect, argue, cuss—or will you act? Your State Commissioner of the Federation of American Motorcyclists illuminates the entire proposition in his "call to arms." Will not his review of your grievances stir you to an aggressive campaign against legislative stupidity?

No man need point out that the logical and most potent instrument in any reform must be the F. A. M. This organization, backed by your personal influence and *your money* can make itself heard. No one of you, alone, can accomplish anything. But the "call to arms" tells the story.

Men of Massachusetts: shall you be dead or quick?

WE are particularly anxious to have a short, sharp session with that advance agent of a motor paper, who, in the red hot quest for advertising contracts is ever hysterically eager to wager "all sorts of money" that *no* motorcycle paper has a circulation of *greater* than 2,500 copies. Of course, that $45,000 mortgage lies heavily on the printing plant. But he can never hope to raise it by betting on that 2,500 proposition.

Motorcycle Mart IT SELLS THE STUFF TWO CENTS A WORD

More

For In

G&J

Every Machine entered in the big M
November 29th, was equipped with

Note The

One Mile, Standing Start, Fred Huyck
Five Mile Free-For-All Double Cylinde
Ten Mile Double Cylinder for California
Twenty-Five Mile Competition, Fred

The fact that the winners of all Motorcycle contests us
that an overwhelming majority of those entering such contests k
of winning. This popular knowledge is due altogether to
showing whether for speed, reliability, endurance or in every
Don't experiment, don't take chances—Have your machin

G&J

Indian

DETROIT, 256 Jefferson Ave.
CHICAGO, 1334 Michigan Ave.
NEW YORK, 60 W. Sixtieth St.
SAN FRANCISCO, 414 Van Ness Ave.
DENVER, 1541 Cleveland Place.
BUFFALO, 912 Main St.

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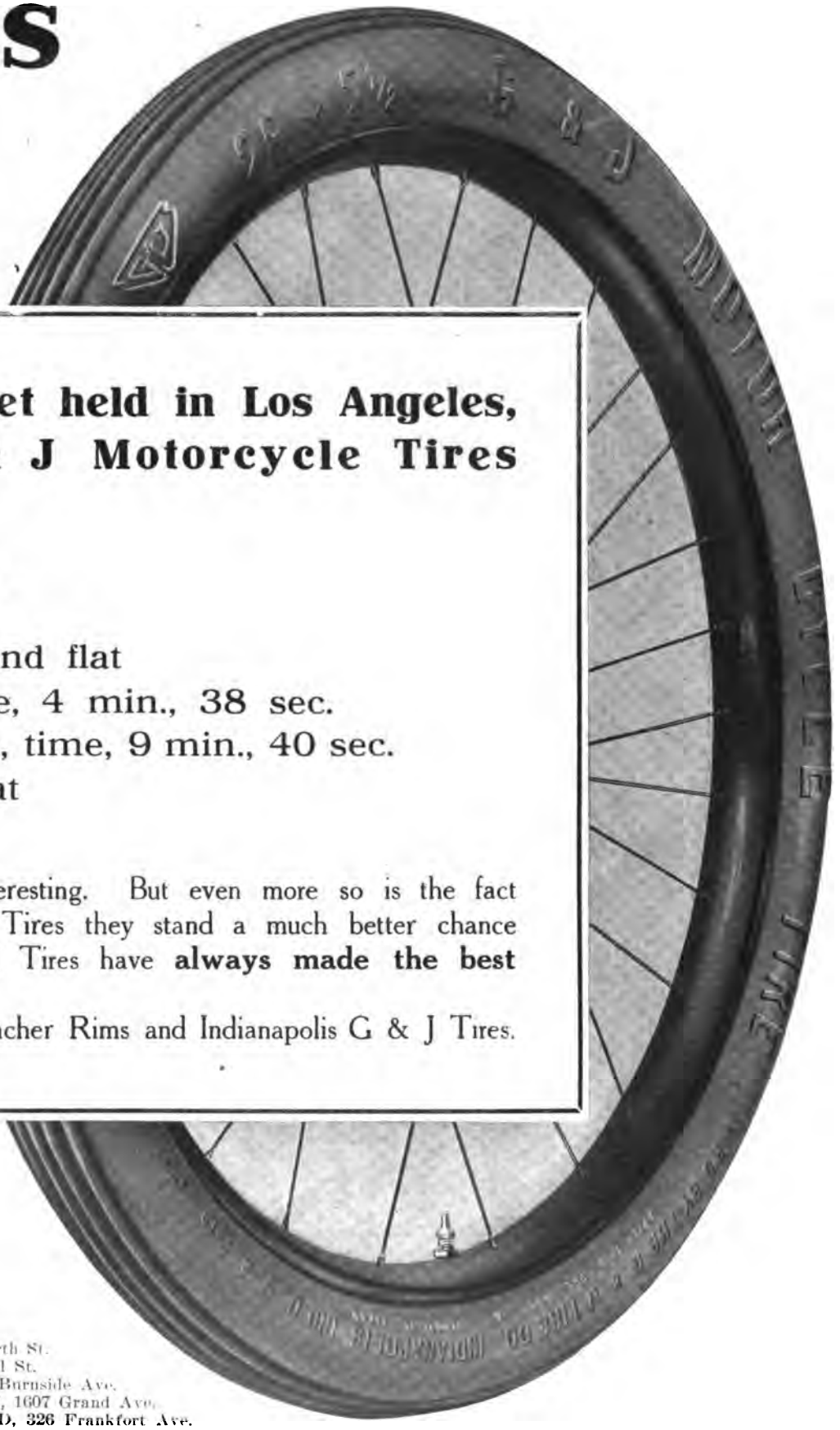

ycle Race Meet held in Los Angeles,
ianapolis G & J Motorcycle Tires

Records

e 1 minute, 1 second flat
chines, Huyck, time, 4 min., 38 sec.
mpionship, Blaylock, time, 9 min., 40 sec.
k, time, 24 min. flat

napolis G & J Tires is interesting. But even more so is the fact
at with Indianapolis G & J Tires they stand a much better chance
that Indianapolis G & J Tires have **always made the best**
e.
ped with G & J Double Clincher Rims and Indianapolis G & J Tires.

RE Co.

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713 Broad St.
10 S. Main St.
S. Second St.
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ryor St.

ST. LOUIS, 415 N. Fourth St.
BOSTON, 110 Federal St.
PORTLAND, 326 Burnside Ave.
KANSAS CITY, 1607 Grand Ave.
CLEVELAND, 326 Frankfort Ave.
PITTSBURG, Baum and Beatty Sts.

TEN N. S. U. MODELS FOR 1909

SUPPLEMENTING the information which has come in from across the pond, where the new 3-h. twin N. S. U. was one of the hits of the Stanley Show, enough information has been gathered from the American branch of the Neckersulm concern, the N. S. U. Motor Company, to satisfy the eager curiosity of riders in this country—for the time being anyway, till they can see the new 1909 models of this famous concern at the Madison Square Garden show. Most startling in the N. S. U. line is its completeness. There is not a single demand for variety of size or power that cannot be filled from the N. S. U. stock. All the way from the 1¾-h. lightweight, the models run up to the big 7-h. racing twin. In the single-cylinder machines there is the 1¾, 3, 3½, 3¾ and 4 horsepower models. For the man who wants a twin, he can select from any of the following, 3, 4, 5, 6 or 7 horsepower.

These different machines are grouped in four distinct classes, or types. In the light class there is the "baby" 1¾-h. and the new 3-h. twin. This machine, while it weighs only about 100 pounds, is a very substantial, fairly fast, roadster that is expected to be one of the most popular models among American riders next year.

Then there will be the Standard Touring Models for use over the rough American roads; these models will show the attention which the N. S. U. Company has devoted to conditions as it found them here.

The machines will be duplicates, to some extent, of the [illegible] N. S. U.'s which were awarded gold medals in the 1908 National Endurance Contest of 1908. They will be light in weight, and incorporate a shorter and lower frame than the racing models, while a drop saddle bar will give a very low position to the rider. The models will be very strong and fast, the 6-h. being actually capable of sixty miles an hour on the straightaway. It is believed that these particular models which have been already thoroughly tried out during the past two months, will prove to be the main [illegible]

The touring machines there will be 3-h. and 4-h. singles and [illegible] twins. These will be specials, meant for racing purposes only.

The most unusual however, is the new 3-h. twin. This is a [illegible] machine that will certainly "hit the spot" of the times. There are a considerable number of riders in this country who have gotten over the speed craze—who want only a moderate amount of it, and that only on occasion—but at the same time they insist on a machine that will climb hills anywhere, up any hill. "This twin," says [illegible]

The motor will be about 2¼ inch bore and 3-inch stroke, and will be equipped with mechanically operated valves on the [illegible] that the single-cylinder touring models have used during the past five years, and will afford a slow speed, but powerful, twin-cylinder motocycle with a speed range of from three to sixty miles an hour. Complete handlebar control will be an especially welcome feature.

A most important device incorporated in this model will be the self-reducing gear; this will not only allow the slow speed necessary for congested districts, but will enable the motor to be fitted with a large pulley. This will permit not only perfect adhesion of the belt, but tends to considerably lengthen its life. By a special arrangement, operated while riding, any stretch that has taken place in the belt can be easily taken up, thus insuring proper tension at all times without undue strain to the belt.

Spring forks of the plunger type, and specially designed stay ends for the purpose of quickly removing and replacing the back wheel in case of a necessary removal are two very important features, while a removable back mud-guard will greatly simplify the operation. This model will be supplied ready for use with a complete equipment, i. e., stand, luggage carrier, tool kit, foot rests, foot brake, rim and band brakes, and mud-flap for front mud-guard.

Singles are 3, 3½ and 3¾ horsepower and 4, 5 and 6 horsepower twins. These are the types that American riders have seen heretofore. They are well made and of the best of material, strong where strength is most needed, and very reliable. They are especially adapted to hard and rough usage, such as a travelling salesman or rural letter carrier would give a machine. Although they have proved themselves to be most reliable, a few improvements have been made. Each machine will be equipped with a special folding stand which can be converted into a commodious and neat luggage carrier. These particular models will prove a boon to the rider who cannot afford to continuously look after his mount in search for loosened parts, etc.

Three distinctly new machines are listed, known as F. A. M. Endurance Models. These are machines that have been "Americanized," that is, they are especially designed to meet the demands of American riders.

Every N. S. U. model will have magneto ignition, and all the road models will be delivered with full equipment of tools, stand, luggage carrier, etc., etc. Most of these models will be shown at the New York, Chicago, Boston and Philadelphia automobile shows. This Company will also exhibit the new two-speed hub, spoken of above, at the shows. This is a reducing gear, allowing the use of a smaller back pulley and larger engine pulley, thus reducing the wear of the belt. The two-speed and free-engine gear used by the N. S. U. Company on many of the 1908 machines will also be exhibited.

WOODWORTH [illegible] for motorcycles are advertised in this issue. The [illegible] Tire Goods Company, of Newton Upper Falls, Mass., [illegible] to the motorcycling public and automobilists a self adjusting, easily attached, puncture-proof tread [illegible] over the tire, and protects it from all wear. The [illegible] of the tread is studded, making it smooth like an ordinary non-skidding. These are the [illegible] that have proved popular and successful for automobile use. They are now made in small sizes, for motorcycles, in wheels and from two to twenty-six and [illegible] two and one-half inches in diameter. The prices run from $6 to $7.50 for the [illegible]

JOHN BENDERS' motorcycle and repair shop at 1346 Wood street, Philadelphia, Pa., was almost totally destroyed, and Benders narrowly escaped with his life, in a fire, caused by a gasoline explosion in the place, the latter part of last month. After the firemen had arrived and were fighting the flames, Benders rushed back into the store to save his Harley-Davidson machine—the one which he had ridden in the F. A. M. Endurance Run this year, and with which he had won a number of prizes at the Point Breeze track. His efforts were unavailing, however, and he was overcome by the smoke. He was hauled out and soon revived. The loss was about $2,500, and no insurance was carried.

HENDEE COMPANY ANNOUNCES 1909 LINE

THE HENDEE MANUFACTURING COMPANY of Springfield, Mass., has made its bow to a waiting public and announced its latest born, the 1909 Indian, child of the fertile brain of Oscar Hedstrom. Like all things that are held back, waited for, anticipated, the information seems all the sweeter when it does come. The new Indian gives all promise of being a wonder, and there are many of him. Seven distinct models in all are listed—two in the diamond frame and five in the new loop frame. All of the latter can be had in either chain or V belt drive. Three of the seven are fitted with magnetos only, two with battery ignition only, and the other two with either. Many detail improvements have been made, such as larger tanks, better oiling arrangements, a new

NEW LOOP-FRAME SINGLE

band coaster brake, more efficient muffler and others. In the wonderful Indian motor itself but few changes have been made, and these are not radical.

The loop frame model is a creation that is sure to meet with popular approval, for it combines everything that is desirable in an up-to-date machine. Besides a most symmetrical and pleasing outline, this model gives the low rear seat position so much in favor at present, with the low, forward engine position. This frame is not only pleasing to the eye but it possesses wonderful strength, for it is constructed of reinforced tubing, the reinforcement consisting of a continuous mid rib of steel plate rolled into the tube during its manufacture, and, in forming the frame, this reinforcing plate is kept in line with its longitudinal plane, stiffening and strengthening it in the direction of the severest shocks and strains. The frame is also built with double top tubes, which not only greatly increases its strength but produces an absolutely rigid head, features greatly to be desired on account of the excessive speed at which riders are now driving their machines.

An important feature of the new model is the increased tank capacity, for both oil and gasoline. The gasoline tank contains a little over two gallons, and is conveniently located between the two upper tubes of the frame, and built into it is a most substantial cut-off valve. The oil tank is also new, and contains about two quarts. It is located on the rear bracket that secures the motor to the frame, in about the same position as in previous Indian models, but of greater capacity, and securely fastened to the bracket and to the seat post. An oil reservoir has been introduced into the motor base, which contains a sufficient quantity of oil to insure a thoroughly efficient splash system for the lubrication of the inner mechanism of the motor. As an adjunct to this reservoir a little window, covered with a heavy glass, is formed in the side of the motor base, enabling the operator at all times to directly inspect the condition of his lubrication.

The new frame is a trifle longer than in previous models, making the wheel base fifty-three inches long, the extra length making for steadiness in running, besides adding considerably to the ease and gracefulness of the lines of the design. This added length, together with the rear saddle position, necessitates longer handlebars, and it will be seen in the illustrations that the Indian design displays one of the handsomest of these now popular styles. A most valuable feature of the 1900 machines will be a new and powerful band coaster brake, built especially for the Indian. The idea of combining the accepted value of the band brake with the indispensable coaster feature is novel in the extreme, and the Hendee company believes this brake is years ahead of any other heretofore produced for motorcycle use.

In the motor itself there will be no radical changes. In details, however, there are many variations from previous construction. In all of the new models the spark plug will be placed in the middle of the head, and in the twins the valve mechanism has been wholly remodeled, making it simpler, stronger and more efficient, while at the same time it is practically impossible to get out of adjustment. The valve lifting device is also entirely new, direct acting and certain in operation. In the single-cylinder machines the valve mechanism remains the same as heretofore, the present form having proved most satisfactory.

The first point to strike the observer in the twin is the new mechanical valve action, and it is well worth notice, for it is not only new throughout, but it is the simplest and most perfect mechanism ever produced. Two cams are used in the twin, as usual, but one cam operates the inlet valves exclusively, while the other cam operates both of the exhaust valves. This arrangement has the advantage that simpler cams can be used, resulting in more regular and even action, and their operation is also practically inaudible at the highest speeds. The cams are also wider than ever before, which lessens the liability of wear, and contributes to smooth action. The exhaust cam operates on one arm of a bell crank lever, which

1909 INDIAN TWIN

carries a hardened steel roller, taking up all wear on the cam, and this bell crank operates a lifting finger interposed between it and the valve lift rod. If there is any wear in the mechanism it must come on the lever or finger, which are quickly replaced at a trifling cost.

The inlet valves are operated from their special cam through a light lift rod and a little rocking lever pivoted on the dome. The action is positive, regular, smooth and noiseless—in every respect an ideal mechanism that will delight every observer and user. The new exhaust valve lifting mechanism consists of a steel disc having cams formed on its two opposite edges and a toothed sector on its upper edge; this is pivoted by a hardened steel bushing on the projecting end of the bronze cam shaft bearing. A short shaft passing through the cam case, and having a bearing in both the cover and body of the case, carries a crank lever at its outer end and a pinion at its inner end. This pinion gears with the toothed sector on the valve lifting disc, and the lever connects with the usual valve release rod from the grip control. On operating this lever the pinion revolves the disk, causing the cams on its opposite edges to act on the bell crank levers, before mentioned, thus lifting the exhaust valves by a direct, positive and certain action which is both powerful and smooth in operation.

One point in particular in the design of the mechanism contained in the cam case is worthy of special consideration, and that is every shaft, pin or stud carrying the operating mechanism has a bearing at both ends, one in the case itself and the other in the substantial cover, an arrangement that entirely overcomes the possibility of any part twisting or working loose. In all of the new models the valves have been increased in size, this improvement being suggested by the successful experience with the 3½, 4 and 7-h. models of 1908, which latter sizes retain the same sizes of valves for 1909. All of the valve gears in the 1909 models are wider than heretofore, greatly increasing their strength and wearing qualities. The bearings have also been increased in size.

A minor change, but contributing to the appearance of the motor, is the stripping of the cooling ribs from the lower third of the cylinders, which is believed will meet with popular approval.

The great feature of the 1909 machine is that it is getatable in every detail. Every part, except the fly-wheel group, can be reached directly without removing the motor from the frame or doing any unnecessary dismantling. A dome can be removed at once; a cylinder head or the cylinder itself is cleared in a few minutes. The exhaust pipes and magneto gears are clear of everything and of each other, while the cam case can be dismembered in two minutes.

The attachment of the magneto is especially good, for it rests upon one of the brackets that connect the motor with the frame, thus becoming practically an integral part of the motor, and this is desirable in order to secure the smoothest operation of the train of driving gears. The location also renders every part of the magneto readily accessible without the necessity of removing the magneto bodily for inspection or adjustment.

The muffler for the new model has been entirely redesigned, and the new device is not only the most compact and smallest yet produced, but it is also the quietest in operation without creating any appreciable back pressure. The exhaust pipes are larger than heretofore, giving a very free relief to the spent gases, and in the twin both pipes are led directly, without any sharp turns, to the little muffler, and from there, after expansion and reduction of pressure, the gases pass off through a long vent pipe that extends far back and just below the rear fork side, discharging at a point where they can offer no inconvenience to the rider. There is the usual cut-out fitted for use on steep hills or other emergency.

On the drive side of the machine a new chain and gear guard covers all moving parts, amply protecting them from mud and injury, and also protecting the rider from contact with these fast moving parts, and from flying oil. In the belt-drive machine the counter shaft, with its compensating sprocket, is entirely omitted, and a V shape pulley is substituted for the small sprocket on the engine shaft. A similar large pulley is built into the rear wheel, and on these the belt runs, giving a direct drive of the latest accepted type.

The Indians will, as heretofore, be supplied in royal blue and Indian red, with the additional choice of Indian green, the French gray having been abandoned as undesirable.

The two smaller sizes of the new loop-frame models, the 2¾ and 3½-h., will have battery ignition as the regular equipment, but an efficient magneto will be furnished at a small additional cost. The 4-h. loop-frame single machines and the 5 and 7-h. twins will be built with magneto ignition only. The 1908 diamond frame models, 2¾ single and 5-h. twin will be built with chain drive and battery ignition only.

The following are the sizes and models that will be built for the year 1909, with regular list prices:

1909 Diamond Frame Models.

Chain-Drive Only. Battery Ignition Only.

2¾-h. diamond frame	$175
5-h. twin diamond frame	225

Auxiliary tank and rear seat position extra.

1909 Loop Frame Models.

Chain or Belt Drive.

2¾-h. single-cylinder, battery ignition	$200
With magneto	225
3½-h. single-cylinder, battery ignition	225
With magneto	250
4-h. single-cylinder, magneto only	275
5-h. twin, magneto only	275
7-h. twin, magneto only	325

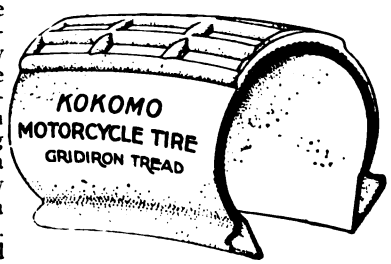
Ready For 1909 Mileage Contest

THE 1909 motorcycle mileage contest, a cup for the winner of which was donated a few months ago by Jos. W. Jones, the speedometer manufacturer, is all ready to be started off with a hurrah on January 1. The entries to the contest are not limited as to number, locality, club affiliations or size and horsepower of machines. Anyone can enter simply by signifying his intention to abide by the conditions.

The rider whose Jones Speedometer-odometer records the greatest number of miles up to December 31, 1909, will be awarded the prize—a loving cup, twenty inches in height, of sterling silver, and designed by the Frank W. Smith Co., of Gardner, Mass. Upon request the Jones Speedometer Co. will furnish to each entrant a small leather-bound diary in which he is to record each day's run as recorded on his odometer. In the back of the diary is an affidavit form in which the total mileage for the year is to be sworn to before a notary.

New Gridiron Tread Tire

AN entirely new motorcycle tire is announced by the Kokomo Rubber Company, in their advertisement in this issue. This Company is one of the oldest in this country devoted exclusively to the production of rubber goods, and its years of experience in the manufacture of automobile, bicycle and vehicle tires have all gone into the make-up of the new Gridiron tread motorcycle tire. Great claims are made for the Gridiron tread. The tire itself is very resilient, made up on closely woven fabric, and of the best rubber, treated especially to make it tough and give it long-wearing qualities. The tread, a new design, is positively non-skidding, and is a part of the tire itself. Its non-slip qualities will stay by it till the tire is worn down to the fabric; a few weeks' usage will not wear it perfectly smooth. The tire is moulded to shape, that is, made up in the natural curves it will assume when in use. This is the way all automobile tires are made. The Kokomo Rubber Company, South Main Street, Kokomo, Ind., will be very glad to furnish prices and additional information to all motorcyclists.



Motorcycle Dealers

Do you know that

EXCELSIOR DEALERS

are ***Prosperous Dealers*** and that satisfied owners have made them so?

Excelsior Auto-Cycles

have been tried in every kind of real practical service and have made good every time.

Our 1909 Line and 1909 Proposition will be the best ever offered and will be backed by the experience, resources and business integrity of a company of thirty-two years standing.

EXCELSIOR AUTO-CYCLES

will be sold by established dealers only, no curbstone brokers or pocket agents, and at a fixed and invariable price.

If you mean business, so do we. Let's get together.

Excelsior Supply Co.

233-237 Randolph Street **Chicago, Illinois**

Established 1876

New Departure's Novel Exhibit

THE New Departure Mfg. Company, of Bristol, Conn., will have a unique, and quite remarkable exhibit at the Grand Central Palace and Madison Square Garden Shows in New York City. This company manufactures the New Departure "Two-in-One" ball bearing that is attracting wide attention because of its ability to carry a load from any direction with equal efficiency. To demonstrate the dual work the bearing performs, heavy fly-wheels will be mounted on each end of a shaft that will be at right angles to perpendicular, after the gyratory principle. The fly-wheels will each weigh 1,000 pounds, and will revolve on their own centers. This shaft will be rigidly fixed to a horizontal shaft, supported by two pedestals. The gyratory shaft will revolve between the pedestals, and at the same time the fly-wheels will turn upon their centers. The wheels will be mounted on New Departure "Two-in-One" ball bearings, and the entire mechanism will be driven by a small motor.

In the turning of the gyratory shaft and the wheels, the bearings will carry loads from direct radial to absolute thrust, and from all angles between, thereby demonstrating the claim that the New Departure "Two-in-One" ball bearings are equally efficient in all directions. The company will also show a transmission containing New Departure bearings throughout, taken from a five-passenger touring car that has actually run 16,000 miles; and the front wheels from the same car, mounted on New Departure bearings. In both cases, the bearings were subjected to the severest possible road test. This test was undertaken with the sole purpose of breaking down the bearings, if possible. Hard and constant service has failed to do this, however, and they are in excellent working condition. The New Departure exhibit will occupy space No. 407, Section "J," second gallery, at the Grand Central Palace Show, and space No. 517, basement, at the Madison Square Garden Show.

Some Merkel-Light Improvements

WHILE the Merkel-Light Motor Company has not made a complete announcement, with specifications, prices, etc., it has given enough information out to afford a general idea of what the 1909 line will consist of in these machines. The Merkel models will, as in 1908, retain the special spring frame features, and will, in addition, be fitted with an entirely new spring fork. There will be three models listed, with V belt drive on all. One is a 3½-h. single, fitted with battery ignition only. There will also be a 3½-h. single with magneto; but the two machines, it is understood, will differ in other particulars than in the ignition system alone. There will be a big 7-h twin, with magneto. All magnetos will be gear driven. The Merkel ball bearing motor will be practically the same, minor improvements being incorporated in the 1909 design. Automatic inlet valves will be retained.

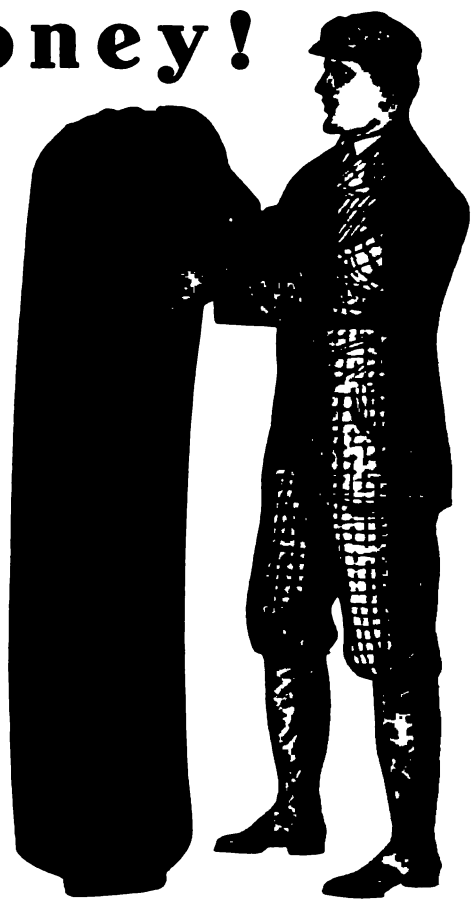
One of the best of the new features will be a positive, mechanical oiling arrangement. This will consist of a pump that will force a small quantity of oil into the engine base just so often, that is, every specified number of revolutions of the motor. Whether the machine runs slowly or fast, the same quantity of lubricant will be fed it for every hundred turns.

In the Light chain drive models there will be the same 2¼-2¾-h. and 3-3½-h. singles as in 1908, a general refinement of details only taking place in these machines. But there is also under way a big twin model, none of the details of which are ready to be sprung at this time.

BROOKLYN, N. Y., has secured an addition to its agency ranks. Henry J. Wehman, Secretary of the F. A. M., will act as the Curtiss representative, having taken the store at 1201 Bedford avenue recently vacated by George P. Pieper. Wehman will carry a line of parts and accessories and conduct a repair shop.

For the Same Money!

that ordinary tires cost, motorcyclists can have the Goodyear Strong Fabric Tire with the Goodyear insurance against all tire expense for one entire season. *That* ought to interest your trade. Write today for sample section.



The popular tire with experienced motorcyclists is the tire strong enough to stop the constant big tire expense to which they are subjected.

That's the Goodyear Strong Fabric.

In the Goodyear Tires only the finest new Para rubber is used. It is quoted at $1.30 today. We could use "Lapori" or "Guayule" rubber that sells at 35c. per pound, or "reclaimed" rubber—from old boots or garden hose out of which the life had been burned by heat and acid. We could get this kind of rubber at 10c. a pound—but it won't do for a Goodyear.

We also use the famous Egyptian Fabric, which costs 33c. a yard. We could use common muslin at 5½c. a yard. But common muslin breaks at 40 to 60 lbs., while it requires 200 lbs. to break Egyptian Fabric.

Figured in cash—dollars and cents—the Goodyear Strong Fabric is the most economical tire on the market.

GOODYEAR STRONG FABRIC MOTOR-CYCLE TIRES

HOW YOU SAVE WITH THE GOODYEAR

Repair bills begin very early in the life of the "cheap" tire—if it can be repaired at all—

Its story soon ends with the junk pile. A new tire has to be bought. That makes two prices—

While the Goodyear Strong Fabric is still sound as a dollar and giving splendid service—

To say nothing of the satisfaction of freedom from tire worries. But that's not all—

WE GIVE FREE TIRE INSURANCE

for a whole season from date of purchase, on every Goodyear Strong Fabric Tire sold.

This means that the first cost of the Goodyear is all the motorist's tire expense for a year's riding.

Notice the conditions of this insurance. We agree to become entirely responsible for the upkeep of every tire for the entire season from date of purchase.

If the tire is damaged in any way, send it to us. We will promptly repair it free of charge.

Remember—the Goodyear Strong Fabric Motorcycle Tire has the Goodyear Tough Rubber Tread—the kind made famous by our Automobile Tires—united to a pure, soft Para rubber inside so perfectly as to be practically one piece. This is strengthened by being vulcanized into our close-woven fabric—four ply. This construction lasts the longest—is the most resilient—and permits of permanent repairs—something not practicable with the ordinary tire. We also have a special thread fabric for racing purposes—a tire of special resiliency and built for speed. We can furnish these tires either in single or double clinch. Write today for sample section. Let us tell you about our agency proposition.

The Goodyear Tire & Rubber Co., Mott St., Akron, Ohio

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Cincinnati, 317 E. Fifth St.
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New York, 64th St. & B'way.
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Chicago, 82-84 Michigan Av.
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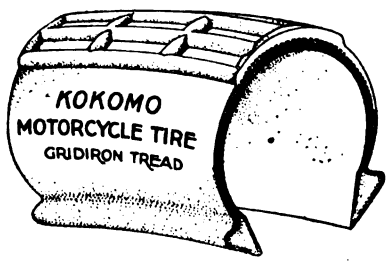
KOKOMO

Gridiron Tread Motorcycle Tire

Here, Mr. Motorcyclist, is a tire that will suit you. We know it will—this is why:

The Gridiron tread is a part of the tire itself, and it will retain its non-skidding advantages till the tire is worn right down to the fabric. The canvas fabric we use is very closely woven, especially adapted for retaining the rubber. This tire is moulded, that is, shaped and built up in a mould, not made flat. This is the way automobile tires are constructed. In the Gridiron tread there is plenty of rubber in contact with the ground to afford security on wet asphalt; but there is, at the same time, enough open space between the ridges of the tread to make the tire positively non-skidding in mud and over frozen roads.

GRIDIRON TREAD



WILL NOT SKID

MOULDED TO SHAPE FLEXIBLE TOUGH NON-SKIDDING

We have been building automobile, bicycle and carriage tires since 1895, and there is all the experience gained in these many years incorporated in the construction of the Gridiron Tread motorcycle tire. Our factory is equipped with the most modern facilities for turning out good tires, and we aim to supply motorcycle tires so good that you will always ride on them.

Ask for our motorcycle booklet with the "Reasons Why," which will be ready soon.

Manufactured By

THE KOKOMO RUBBER COMPANY

South Main Street, KOKOMO, IND.

MOTORCYCLE MART

BUY: SELL: EXCHANGE

TWO CENTS A WORD CASH WITH COPY

A MOTORCYCLE DESIGNER OF NINE YEARS' experience, who is a first-class demonstrator, hill-climber and competition rider, a capable advertisement and business man, with advanced ideas on motorcycle and tricar construction, at present with leading automobile company, desires a position with any well-known manufacturer of motorcycles or light cars. Address Designer, care MOTORCYCLE ILLUSTRATED.

FOR SALE.—Two (2) new 1908 3½-h. motorcycles. Cause sale—closing out agency. Send stamp for particulars. 602 Conkey street, Burlington, Wis.

$65 TAKES IT.—Exceptionally good 1906 Indian, special battery case, Persons tool box, extra drive chains and links for same, extra exhaust valve spring, large brass horn and other small tools. Photos supplied. Alex Henderson, Box 305, Flemingsburg, Ky.

G. & A. CARBURETORS.—Adopted by the leading American Automobile Manufacturers for 1909 season. Economical, fast, and absolutely automatic. Motorcycle sizes, $15. George V. Lyons Motor Co., 2384 Broadway, New York.

FOR SALE.—3-H. 1908 Merkel, in good condition, $150. F. E. Bloomfield, Decorah, Iowa.

A SNAP.—1908 M M, in fine shape, 3½-h., with new Schebler carburetor. Has luggage carrier, lamp, horn, tools and one extra tire. New machine, has been used very little. Price complete, $160. Address Budd Armstrong, 1109 Cherry street, Seattle, Wash.

MACHINIST, with twenty years' shop experience, wishes work in motorcycle repair shop or factory; is willing to go anywhere in the United States. Address at any time, Machinist, care MOTORCYCLE ILLUSTRATED.

FOR SALE.—1908 twin-cylinder Indian with Bosch magneto and Bailey tread tires. Good as new. Will sell for best offer. Ira C. Coombs, 154 West street, Worcester, Mass.

F. N. 1908 MODEL.—In first-class condition, $250. One F. N. sidecar, $50. F. H. Alexander, Lexington, Ky.

MOTORCYCLISTS.—We have something that you need and will want when you know about it. Send for particulars. Motorcycle Specialty Co., 258-B Columbus avenue, Boston, Mass.

EVERY machine entered in the big Los Angeles Derkum benefit race meet, at the Ascot Park oval, on November 29, was equipped with G & J motorcycle tires. Tire troubles were unknown; there was not a single rider compelled to stop for an instant on this account. At this meet several new world's and state records were set up, notably Fred Huyck's 1 minute 1 second flat for the standing-start mile. The G. & J. Tire Company use a big two-page "ad" in the center of this paper to tell about it. Read it, and read the story of the meet on another page; it will then be apparent why the G & J Company "holler."

IT was, perhaps, unknown to many readers of the recent Judges' Report of the nine-hundred mile A. C. U. British Reliability Trials, that the "Kumfo Grip," reported by them as "certainly an improvement on the usual fitting," is none other than the well-liked Mattson Grip. This grip has become very popular among riders in this country, and is now gaining great favor abroad, especially in Great Britain. The Mattson Rubber Company, of Lodi, N. J., have been marketing the grip, which is made up with a soft sponge-rubber core that absorbs much of the handlebar vibration, especially for motorcycle use. For further information see the Mattson "ad" in this issue, or better still, write the Mattson Rubber Co., Lodi, N. J.

PROSPERITY has attended the Albany, N. Y., agent for the Indian, R. S. and Curtiss machines this past year. He is F. W. Anderson, and he has just moved into a new store, 45x100 feet, at 147 Hudson avenue. This he has fitted up with new machinery for making all motorcycle repairs. He carries a full line of parts for the above machines, and also turns out a number of stands and luggage carriers.

Look for cuts of our full line of M.M.'s in next issue.

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At MADISON SQUARE GARDEN JANUARY 16th to 23rd, 1909

Under the Auspices of

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THE MOTOR CYCLE MANUFACTURERS ASSOCIATION will exhibit in no other show in New York this season

The following firms will exhibit

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New Era Gas Engine Co.
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Self-Adjusting Tread

The newest and neatest. Easily attached to the tire and adjusts itself quickly without straps or buckles, and stays adjusted.

Gives the tire absolute protection, is puncture proof and prevents skidding. Presents an armored surface to the road and shields the tire perfectly. Is quite invisible when the wheel is in motion.

Just the Thing for Motorcycles

This tread adds only ¼-inch to the thickness of the sides so that it does not interfere with the chain or belt.

Saves the tire from all wear. Good for thousands of miles. Comparatively light in weight.

Sizes and prices are as follows:

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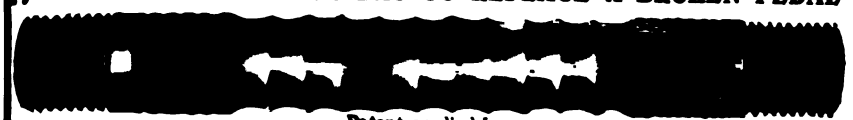

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NO MOTORCYCLIST

will ride another saddle after he has tried a

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Let us figure on your iron castings. We are making a specialty of motorcycle cylinders.

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The Coaster Brake that earned the right to lead, not by words but by deeds, and many of them.

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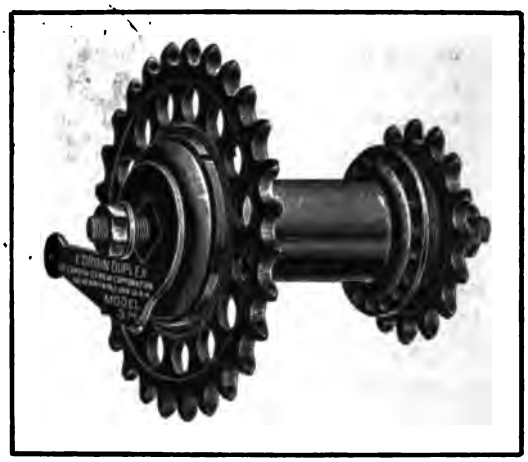
it has proven uniformly satisfactory.

Every one knows that the name Corbin is but another term for quality.



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Built Like an Automobile Tire
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Stop and Think What Curtiss Roller Bearings Mean...

NO MORE WORN BUSHINGS
30% LESS FRICTION
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Add to this:
That long wheel base.
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And engines of the greatest power and speed.

"Makes an ideal outfit, doesn't it."

If you knew all about them you'd order one to-day.

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Gold Medal, Highest Award, 1000 points, won by a Curtiss Double Cylinder Motorcycle in both Trade and Private Owners classes of 1908 F. A. M. Endurance Run.

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"Because we recognized their superiority." New models for 1909, employing these and many other exclusive "Curtiss" features.

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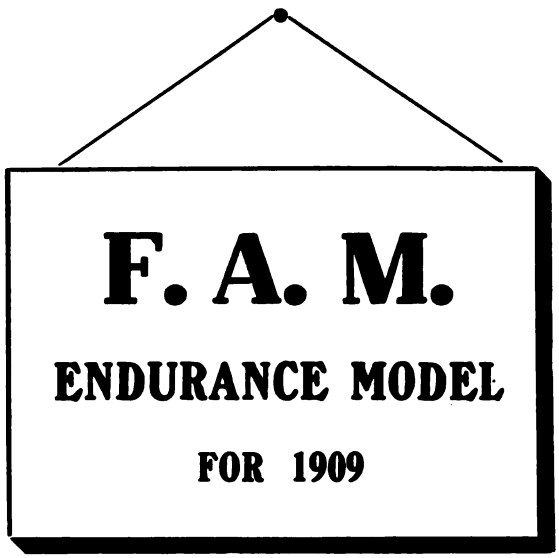

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with complete specifications, prices, etc., will be made in these pages January 1st

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Superior propelling power. *Does not drag*, but *drives* car, boat or machinery. Explodes the charges of all gas, gasoline and alcohol engines. Invariably reliable and automatically positive. Sure in all the functions of the different elements.

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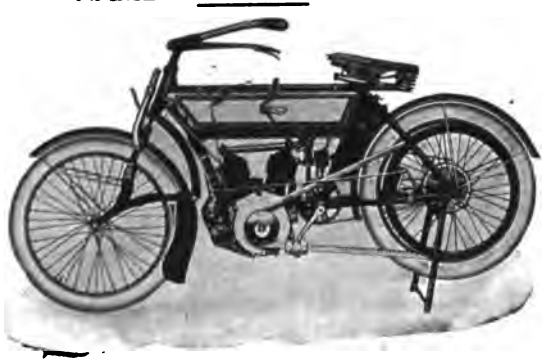

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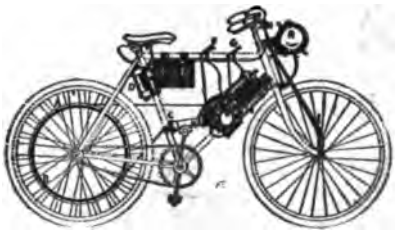

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Motor Complete with Carburetor and Muffler, $55
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A positive relief for **Chapped Hands, Chafing** and all afflictions of the skin. Removes odor of perspiration. **Get Mennen's**—the original. Put up in **non-refillable** boxes—the **"Box that Lox."** Sold everywhere or mailed for **25** cents. *Sample free.*

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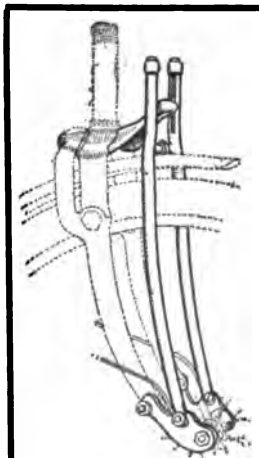

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One-half Actual Size

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Complete stock Indian and Thor parts

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The Classic **English Tourist Trophy Race** has been won **three** consecutive seasons by Motorcycles fitted with **Peugeot Motors**, defeating every other prominent make entered in their class.

SIMPLEX MOTORCYCLES are fitted with PEUGEOT MOTORS

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Our Celebrated Cushion Grips are very appropriately called **"KUMFO"** in Great Britain. We quote from the Official Report as follows: (subject) "Handles—with two exceptions there was nothing new in handles. **ONE EXCEPTION WAS THE KUMFO GRIP, WHICH IS CERTAINLY AN IMPROVEMENT ON THE USUAL FITTING."** (Signed by the Judges) J. W. G. Booker, H. G. Cove, A. Geo. Reynolds, Archibald Sharp.

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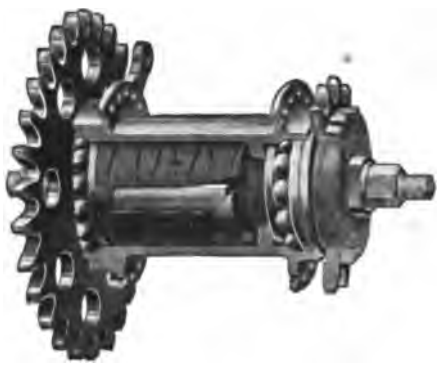
The Eclipse Motorcycle Coaster Brake



¶ The Eclipse Motorcycle Coaster Brake is not a Bicycle Coaster Brake made heavier for Motorcycle use. It is correctly designed for use on Motorcycles, especially adapted with Eclipse Ball Retainers which permit of a full row of ⅝ inch balls, ensuring perfection in coasting.

¶ The largest braking surface ever used. Only eight parts. No small or delicate parts to get out of order. Guaranteed for use and abuse.

¶ The Motorcycle that finished first in a recent International Endurance Contest was fitted with an Eclipse Coaster Brake.

You Want the Best **The Eclipse Stands the Test**

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"Ixion," the Noted English Expert, in an Editorial in the English "Motor Cycle," Speaking of the F. N. Big Four, Says:

"I heard it asked the other day why the F. N. Four Cylinder Motor Cycle had such a big vogue in the United States. Many answers were suggested by an interested circle of enthusiasts, but a ride on my own in very hilly country has taught me what I am convinced is the main weight of reason. I was accompanied by three or four men on the popular machines of the day, viz., big twins, geared 4 to 1, and 3½ H. P. single cylinders, geared to a similar ratio. My four cylinder was geared 6 to 1. We encountered a number of twisty corners on terrifying gradients, and whereas the other machines balked, had to be taken down and reversed for a fresh rush, or were alternatively assisted by that awkward form of pedalling necessitated when a frame measures on 18 inches and a leg 32 inches, my own four cylinder roared round the angles and up the steeps without a falter. It was all a question of gear. And not only was the four cylinder geared low, but it was the only machine of the bunch capable of being suitably geared, for if the rival machines had possessed the small engine pulleys essential for a 6 to 1 gear, they would have eaten up two belts apiece per diem. Hence the popularity of the four cylinder in the States. Road conditions there are often vile; full engine power at low road speeds is a touring necessity; and a belt drive cannot sufficiently supply this combination. Hence the vogue of the machine with a gear drive."

There must be something to a motorcycle which is praised the world over by experts of the very highest standing.

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OVINGTON MOTOR COMPANY

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